

38th Street Corridor Study

Department of Metropolitan Development
Division of Planning 1985

Includes the 1998
38th Street Design Charrette Results



"Until the late 1800's Maple Road was little more than a township road flanked by farms and patches of woods. The first major development was Crown Hill Cemetery, laid out in the 1860's on a hill just south of Maple Flats."

"The names "Maple Road" and "38th Street" were used interchangeably from the turn of the century through the 1940's although the name was officially changed to 38th Street in 1920."

"With its easy access, graceful historic structures and major institutions, 38th Street has the potential to be the "Grand Avenue" of Indianapolis."

City of Indianapolis

Stephen Goldsmith, Mayor

38TH STREET CORRIDOR STUDY

1985

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38TH STREET CORRIDOR STUDY

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38th Street Corridor Study

EXECUTIVE SUMMARY

The 38th Street Corridor Study is a comprehensive, 20 year revitalization plan encompassing 38th Street from Dr. Martin Luther King Avenue to Fall Creek. The study was developed in a cooperative effort between the Division of Planning staff, representatives of 38th Street businesses, adjoining neighborhood organizations and persons from various special interest groups to develop a strategy for future growth and development of the corridor.

I. USE OF THE STUDY

The 38th Street Corridor Study will provide a basis for both public and private investment decisions over the next twenty years. The study will serve as a primary basis in preparing staff comments in rezoning and variance cases and for making decisions about capital improvements. The study will also be used to guide the allocation of community development and/or other funds earmarked for the area.

Although the study serves as a guide, actual implementation will depend on joint public/private action and in some instances private action alone.

This plan, however, is far more than a "wish list". The implementation strategies and funding programs outlined in the study stress a continued long-term commitment to the corridor. In addition, the plan does not merely outline what the City will be doing to aid 38th Street, but what all involved groups will need to do together in order to implement the plan. Long-term commitment and effort from businesses, neighborhoods and the private sector interests, as well as the City, is essential.

II. SCOPE OF STUDY

The 38th Street Corridor Study analyzes the key components of the area and their interrelationships. Housing, transportation and public safety, among other components, contribute to the functionality and visibility of the corridor. In order to properly plan for the future of the corridor, the interaction of all major corridor elements, over time, must be taken into consideration.

Five questions were used to define the scope of the study. These questions relate to the past, present and future of the corridor:

1. How did the corridor develop and change?
2. What is the current physical status of the corridor?
3. What are its assets and liabilities?
4. What are the goals for the future of the corridor?
5. How can we attain these goals?

These questions provided the framework for the study's research and recommendations.

III. ASPECTS OF STUDY

The study is divided into three major parts:

Part One: Research and Analysis -

- . Provides information on:
 - *Corridor History and Development
 - *Existing Conditions
 - *Assets and Liabilities
 - *Needed Improvements
- . Outlines:
 - *Goals and Objectives

This section forms the basis for the design and related recommendations of the study.

Part Two: Corridor Design Concept and Recommendations -

- . Utilizes a set of overall

corridor recommendations to develop:

- *An Urban Design Scheme
- *Land Use Plan
- *Zoning Plan

This section develops tools to guide corridor development.

Part Three: Action/Plan Implementation -

- . Outlines two stages of Plan Implementation:
 - *Short-term Action Plan: an implementation strategy which addresses immediate deficiencies along the corridor and the specific agencies responsible for action and monitoring.
 - *Long-term Action Plan: an implementation strategy charting the direction which optimum future development should take and the agencies which should play active roles.

This section summarizes the steps/timeframes which lead to the desired corridor improvements.

IV. MAJOR CORRIDOR RECOMMENDATIONS

The following segments of the

study outline major corridor recommendations:

1. Statement of Goals and Objectives

Goals are:

A. Commercial

To increase the economic vitality of commercial areas through capital investment by both the public and private sectors, which encourages both new construction and renovation.

To develop an improvement plan which will specifically address, and work to improve, the image and viability of the corridor. Programs would be developed to accomplish objectives.

B. Housing

To maintain and enhance the quality housing stock in neighborhoods surrounding the corridor - with attention to their historic character and proper use.

C. Transportation

To improve existing pedestrian and vehicular

transportation systems to better serve and complement the corridor.

D. Public Safety

To provide a safe, secure environment, both physically and perceptually, that will foster the revitalization of the corridor for both its commercial and residential inhabitants.

E. Appearance

To develop an improved image for the corridor as an urban commercial/residential thoroughfare; one which stresses aesthetic improvements, thoughtful urban design in renovation and new construction and a more pedestrian oriented environment.

F. Public/Semi-Public

To develop opportunities for recreation activities in open/green space areas which benefit both the corridor as a whole and the neighborhoods which surround it.

To integrate public facilities' improvements

in the corridor by both monitoring developments and working with the facilities on elements of design/usage.

2. Overall Corridor
Recommendations/Land Use
Plan

Recommendations:

- A. Clearly define and concentrate commercial uses along the corridor within logical commercial nodes (38th and Illinois Streets - 38th Street and College Avenue), and to 38th Street east of Carrollton Avenue.
- B. Discourage commercial encroachment into the surrounding residential areas by providing functional transitions through appropriate buffering between these uses.
- C. Remove vacant/deteriorating buildings for redevelopment as well as the relocation/removal of certain nonconforming structures.
- D. Encourage new construction of both apartments and commercial structures. The construction of apart-

ments would not only act as a buffer to surrounding residential areas, but would also act to increase the population which would utilize the commercial facilities of the corridor. New commercial structures would provide space for new or expanded services and would create conforming uses, as opposed to the present practice of residential conversions.

- E. Develop more off-street parking for existing and proposed uses along the corridor. Thoughtful design of new apartment or commercial sites can provide needed off-street parking, yet not significantly disturb surrounding uses or traffic flow.

In the existing older commercial areas, a redesigning and unification of existing lots can increase parking availability. In some cases, new parking lots should be provided to serve specific commercial areas.

- F. Limit access points onto 38th Street to provide for better traffic flow and less vehicular conflicts.

Unnecessary or under-utilized curb cuts would be removed to provide a more coherent streetscape and fewer points of access. Alleys and street access also would be eliminated whenever feasible. This would also enhance pedestrian movement through the corridor.

- G. Widen and improve sidewalks along the corridor to facilitate pedestrian mobility and safety, as well as visually enhance the corridor.
- H. Create landscaping treatment along the corridor, with specific concentration in the commercial areas of 38th Street and Illinois Street/College Avenue. Proper landscaping, following adopted guidelines, will enhance the aesthetic appearance of the corridor, and improve property values.
- I. Develop design standards for the renovation of existing buildings and the construction of new structures. Such standards would provide specific guidelines for items such as facade renovation, height, set-backs, materials, signage, window

openings and transitional yards.

- J. Provide pedestrian lighting in the corridor to increase security and public safety. Because this lighting would be a distinctive visual asset, it would serve to unify the corridor as well as contribute to its safety.
- K. Continue a strong paint-up/fix-up program for the eligible residential areas flanking the corridor. A program of this type will enhance the values of area properties and provide a stabilizing influence on the area.
- L. Implement a series of standards for both commercial and traffic street signage which attempts to unify heights, placements, and size of signs as well as their type and number. Recommended standards will allow for visual diversity, but not to the extent of random, chaotic placement presently characterizing the corridor.
- M. Increase police visibility and their interaction with the corridor businesses and neighborhoods.

N. Redefine the zoning districts of the corridor to assist in the proper definition-separation of residential and commercial uses. In addition, rezone appropriate areas so that proper redevelopment can be encouraged along the corridor, (following the plan) and inappropriate uses discouraged.

O. Implement the master plan for Tarkington Park.

P. Monitor the State Fairgrounds expansion project and insure that the corridor and its tenants are best served.

3. Urban Design Concept

Content:

Design proposals are explained both in terms of the specific improvement itself and how that improvement fits into the corridor. Maps and text explain and stress the interrelationship of improvements, showing how they can support one another. Finally, this section relates goals and recommendations to physical design.

4. Zoning Plan

Content:

The zoning plan attempts to sharply define residential and commercial areas, using an "apartment/office" classification as a transition from busy thoroughfares to residential neighborhoods. Commercial uses are contained and concentrated by restricting the area zoned in a commercial category. The type of commercial use is regulated to an extent by special uses and aesthetic aspects of the business. In several cases, zoning classifications are matched to current use, specifically regarding the incongruence of commercial buildings on residentially zoned property. Finally, proposed long-term development is guided through zoning areas to the classification needed for that development to occur.

The plan blends design proposals, land use proposals and zoning proposals into one unified strategy for comprehensive improvements within the corridor.

5. Short-term Action Plan

This series of recommendations addresses those improvements which should be addressed first in the revitalization strategy. These recommendations are divided into the five sub-areas and feature recommendations for each property along

38th Street, as well as the commercial north/south thoroughfares North Illinois Street and College Avenue. The recommendations give the location, type of improvement, priority of improvement, and group or agency involved in implementation. In general, the activity should be undertaken for each recommendation based on its priority:

- 1 - lowest priority
- 2 - low-mid priority
- 3 - mid-priority
- 4 - mid-high priority
- 5 - highest priority

Exceptions should be made, however, if the site needs of a project are best addressed by accomplishing all recommendations at one time. In such cases, the overall priority for the site (all recommendations) should indicate its timing of action.

6. Long-term Action Plan

This series of recommendations addresses long-term improvements to the corridor which will take considerably more planning and coordination to bring a fruition, yet address many of the needs of the corridor if it is to continue to develop and compete with other commercial corridors in

the City. These improvements include major building projects and infrastructure improvements.

These recommendations are divided into the five sub-areas. Unlike the short-term recommendations, those recommendations look at projects or improvements which affect several properties, and are therefore detailed by block rather than property. Groups and agencies which should be involved in implementation are also noted. Dates for the projects are not given, as these recommendations represent the "optimum" development possible. Agencies identified should work together to attract this type of development over the next several years while they actively pursue the short-term improvements. Cooperation of all groups and agencies involved is again the key to the overall success of the plan.

PURPOSE

The 38th Street Corridor encompasses the area between Dr. Martin Luther King Avenue and Fall Creek, and includes a corridor area approximately one block to the north and south of 38th Street. Exceptions to these boundaries are found in the commercial areas of 38th and Illinois Street, Meridian Street and 38th and College Avenue where the northern boundary is 40th Street. The reason for expanding the study area at these locations is that the commercial nodes have expanded to the north and south along these intersecting thoroughfares.

The Corridor exhibits a complex set of potentials and problems which have evolved from an early suburban street to a primary east/west urban thoroughfare.

Concern has been expressed by neighborhood residents and businessmen regarding the conditions present in the Corridor, and the early signs of deterioration. Area disinvestment and a faltering physical appearance have been noticeable results on 38th Street caused by competition by both suburban commercial areas, and revitalizing downtown.

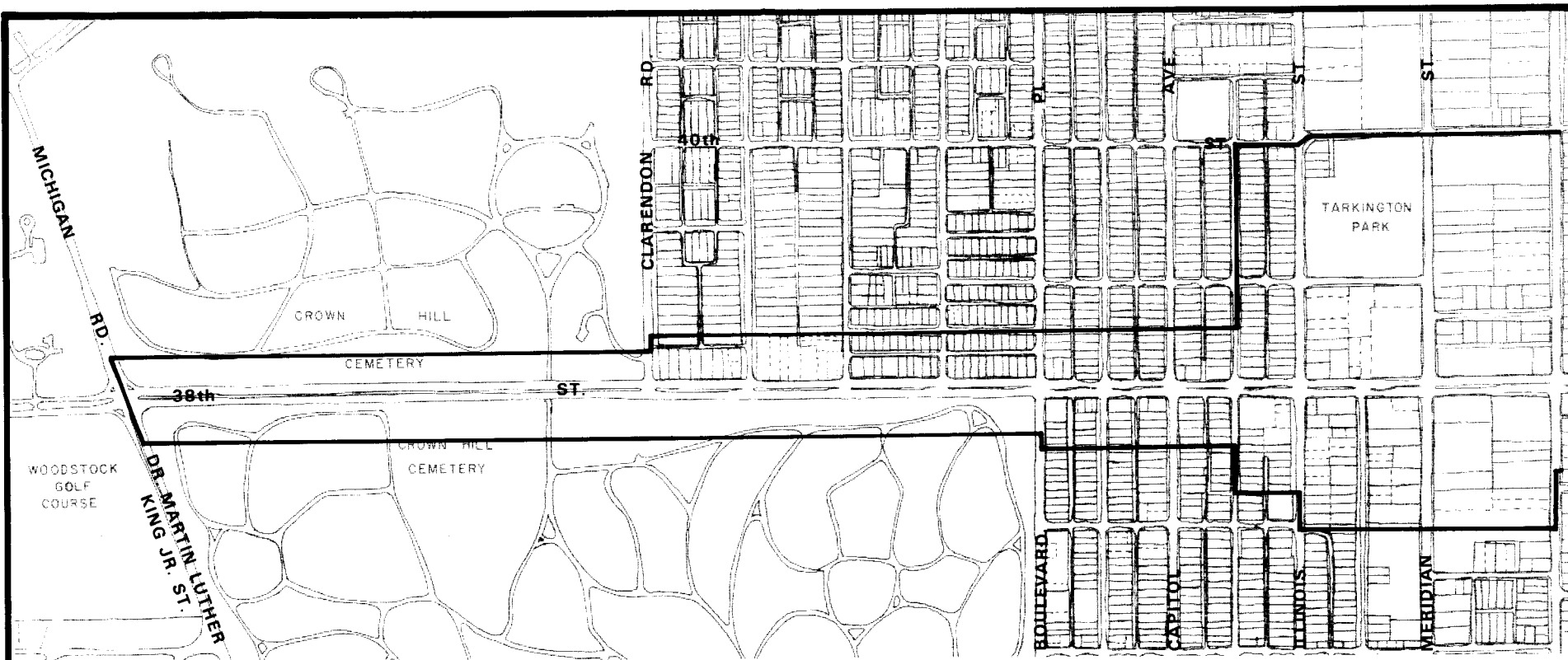
The recent reinvestment and commitment in the inner-city, the active and stable surrounding neighborhoods, and, most impor-

tantly, the locational assets and high visibility of this corridor are reasons for it to more fully utilize its resources and project a unified, prosperous image.

To ensure that revitalization and reinvestment in the Corridor is directed and serves the community, planning and development must occur in a manner benefiting users, investors, businessmen and neighborhoods.

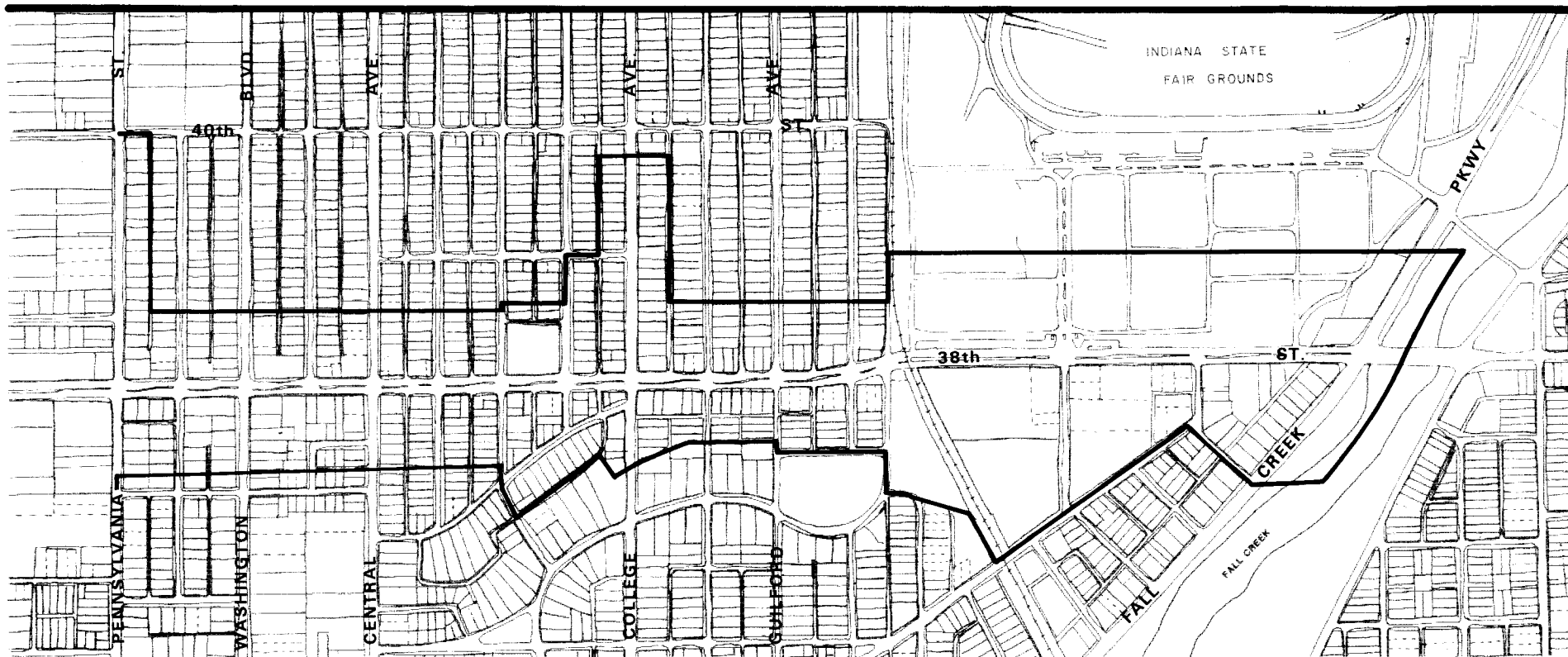
The plan explains the development and change which has occurred in the Corridor; presents the existing conditions in the corridor and details both the assets and problems resulting from these conditions. Further, it establishes goals and objectives for aesthetic and economic improvement. Strategies and concepts guide implementation, giving detailed recommendations on improvements and suggesting possibilities for funding and agency involvement.

The plan, once adopted by the Metropolitan Development Commission, will serve as a "blue print" for growth and development in the Corridor, ensuring that the changes which occur proceed in a comprehensive, compatible way with existing uses and surrounding areas.



38 TH STREET CORRIDOR STUDY / MAP 2

CORRIDOR STUDY BOUNDARY



The preparation of this map was financed in part
by a Community Development Block Grant

October, 1985
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

PART ONE

RESEARCH & ANALYSIS

SECTION ONE

Background Information

SECTION TWO

Existing Conditions

SECTION THREE

Assets/Liabilities/Needed Improvements

SECTION FOUR

Goals and Objectives

SECTION ONE

BACKGROUND INFORMATION

Introduction

Section One presents the history and development of the 38th Street Corridor. The historical background provides a broad overview of the events which have shaped the corridor from a country road to a major urban thoroughfare. Subsection 2 details the change in land use over the last forty years, and illustrates the growth of commercial uses, intensification of housing and overall pattern of development. Subsection 3 lists the major significant features and focal points along the corridor, stressing their visual as well as physical importance to the corridor's appearance. Subsection 4 briefly scans some of the fine architecture of the corridor, presenting samples of the variety and quality of buildings which should be recognized as important corridor assets. Subsection 5 describes the neighborhoods which surround and use the corridor. The groups which represent these areas are shown as vital parts of the overall planning process.

This section provides the essential information necessary to understand "where the corridor has come from." This information is then next used to aid in the iden-

tification and analysis of existing corridor conditions. From the corridor's history, developmental trends can be found which help the planner better understand current conditions.

1. HISTORICAL BACKGROUND

The history of the 38th Street Corridor, (Maple Road) mirrors the growth of the city since the turn-of-the-century, as well as the technological and social changes which not only shaped Indianapolis, but the Nation as well during this period. The 38th Street Corridor has evolved from Township Road through suburban/residential connector, to the present commercial/apartment corridor. Several historic developments caused this evolution.

The development of the 38th Street Corridor was the result of several factors, most notably the turn of the century development of the private automobile. Residential development in Indianapolis had (with some exceptions) progressed from the Mile Square to the north and east. This was the result of the following: 1. The abundance of well drained vacant land suitable for residential development to the north and east of the downtown. 2. The existence of industrial development on the near south and west sides which tended

to form a barrier to residential expansion in these directions. 3. The transportation lines that developed inter and intra-city, specifically favoring the north-south streets. As the commercial core of Indianapolis expanded north into the near-north, a movement of upper-class residents to new residential developments farther north occurred. This upper class movement was predominately northward due to a barrier to eastward expansion in the area represented by the north-south route of the Monon Railroad. Middle and working class housing paralleled and flanked this northward movement. Western expansion was barred by the White River and the Canal. The development of the electric street railway system in the late 1880s contributed to this outward movement by making it possible for residents to live farther from their businesses or places of employment. By 1898, some 350 streetcars were in business providing rapid access to all parts of the city.

Maple Road (presently 38th Street) until the late 1800s was little more than a township road, (dividing Center Township from Washington Township in the study area). Farms and wooded areas flanked the Corridor.

Crown Hill

The first major development to

occur in the 38th Street Corridor was Crown Hill Cemetery. Crown Hill was developed to replace Greenlawn Cemetery, a city cemetery located on the near west side of Indianapolis. When the rapid extension of rail lines overwhelmed and surrounded Greenlawn's seven-acre site in the early 1860s, civic leaders looked for a new location.

They chose Strawberry Hill, a privately owned nursery northwest of the city and just south of an area known as "Maple Flats" along White River, (the present Golden Hill and Spring Hill areas). The grounds maintain the highest elevation in Marion County, which provided a commanding view of Indianapolis. The site was purchased and renamed Crown Hill. The grounds were laid out by John Chislett in the "Mount Auburn" manner. This landscape design - named after the Cambridge, Massachusetts cemetery where it first appeared in the 1830s - was the American romantic's ideal of cemetery planning. The grounds were entered from the east (off what is now Boulevard Place) through a triptych archway. The property had been a popular destination for picnickers. The area's popularity as a picnic spot did not decline with the establishment of Crown Hill. In 1885, the Indianapolis Water Company offered canal boat rides on the old Central Canal from the canal

bridge at Indiana Avenue. Friends and relatives of the deceased, picnickers, and courting couples all took advantage of the service.

The Effect of Transportation Innovations - Residential Growth

The rapidly developing City grew along its major streetcar and trolley routes.

The aesthetic attractions of Crown Hill Cemetery, and later of Fairview Park (developed by the Indianapolis Street Railway Company) north of Crown Hill; the development of electric street railways; and the development of the personal luxury automobile all combined to stimulate residential and commercial development of the 38th Street Corridor. The early 1900s saw the development of the first automobile suburbs along 38th Street. These subdivisions were created in an era when the auto was very much a symbol of wealth and status. The suburbs reflected the new sense of freedom and mobility afforded by the wealthy's Stutzes and Duesenbergs. Far from city noise and congestion, the northside suburbs quickly supplanted the 19th Century eastside suburbs of Woodruff Place and Irvington as the most fashionable and exclusive residential districts.

As the transportation lines drew

development north, the prestigious area shifted with it. Along Pennsylvania, Washington Blvd., and Central Ave.--with Maple Road as an east-west access, quality residential homes and neighborhoods developed.

One group of these new subdivisions centered around the Mapleton area (the northwestern portion of the present-day Mapleton-Fall Creek area) at 38th and Meridian. Both to the north and south of 38th Street, elegant mansions featuring lavish interiors sprang up on large lots. Each building was designed to stand as a separate work of architecture, independent of the street or its neighbors. Flanking the upper-class district, to the east and west, were middle class and working class neighborhoods. To the west of the Mapleton Subdivisions was (what is now known as) Butler-Tarkington, a middle class neighborhood that developed in part as a result of the proximity of Fairview Park and its street railway link to downtown Indianapolis. Its residents were businessmen, middle managers, accountants, clerks, etc., people who were part of a new, upwardly mobile suburban class that ultimately aspired to the neighborhoods of the truly affluent (i.e., Mapleton).

Neighborhoods centered around their churches, schools and small "commercial nodes" at more impor-

tant intersections. Maple Road developed as the major "far-northern" connector for the Illinois Street, Meridian Street, College Avenue streetcar/trolley lines. At these intersections, specifically Maple Road and Illinois and Maple Road and College, community shopping areas developed which stressed neighborhood services (drugstore, cleaners, doctor's office). These areas prospered as the shopping centers of the early twentieth century.

The 1920s era was a period of rapid growth for the city. Apartment buildings, which had only recently become common in the city--began to be developed to ease the need for housing. Along Meridian Street south of Maple Road, and between Meridian Street and College Avenue on Maple Road, elegant, large apartments were built for those who desired a "sub-urban" location with easy access to transportation lines, neighborhood commercial facilities, yet direct access to the downtown.

Residential and commercial development created a demand for city services in the 38th Street Corridor. Fire and police protection became a significant concern of city officials witnessing the growth of the northern suburbs. In 1911 the City's Board of Public Works advertised for bids for a fire station on 38th Street near

Central Avenue.

The Fairgrounds

Anchoring the 38th Street Corridor at the east boundary of the study area are the Indiana State Fairgrounds and Fall Creek. The first state fair was held at Indianapolis in 1852 on what is now Military Park on Indianapolis' near west side. In following years the fair was held in various cities and towns around the state. In 1860 the fair was again in Indianapolis, held in what is now known as Herron-Morton Place. The Civil War interrupted the Fair as the fairgrounds were appropriated by the state government for use first as an induction and training center and then as a military prison camp. After the war the grounds were returned to the State Board of Agriculture and the fair continued at that location until the turn of the century. 1891 saw the relocation of the fairgrounds to their present site on E. 38th Street. Thirty-three wooden fair buildings were erected for the first fair on "Maple Road" in the summer of 1892. The first major masonry building constructed at the site was the old coliseum, built in 1908. The old coliseum was replaced by the current building in 1939.

The Monon Depot

Along the west side of the former

fairgrounds just north of 38th Street is the former "Fairgrounds Depot" for the Monon Railroad. From its construction in the mid teens until the demise of passenger rail service in the early 1960s, this station served an important role as the center of fair travel. Excursion trains from Chicago or Louisville would bring tourists to the fair, parking their Pullman cars along the sidings. Maple Road gained importance, as travelers would cross west along it in order to reach the commercial uses at College Avenue, or to get a streetcar downtown.

The depression years of the early 1930s all but halted new growth on Maple Road, however, it remained a viable corridor. After the depression, Maple Road continued to develop as the major east-west thoroughfare of the suburban northside. Offices began to be built along prestigious Meridian Street, adding to the services and employment of the 38th Street Corridor. The Corridor area has had no industry or major employer, rather, most people commuted downtown, or to industry, using the Corridor for their residential and service needs.

IUPUI

South of the Fairgrounds, Indiana University Purdue University at Indianapolis developed a 38th

Street Campus in the early 1950s. This campus developed in addition to their near-westside facility and served northside residents. The Fairgrounds and IUPUI are major foci for the eastern portion of the Corridor.

POST WWII DEVELOPMENTS

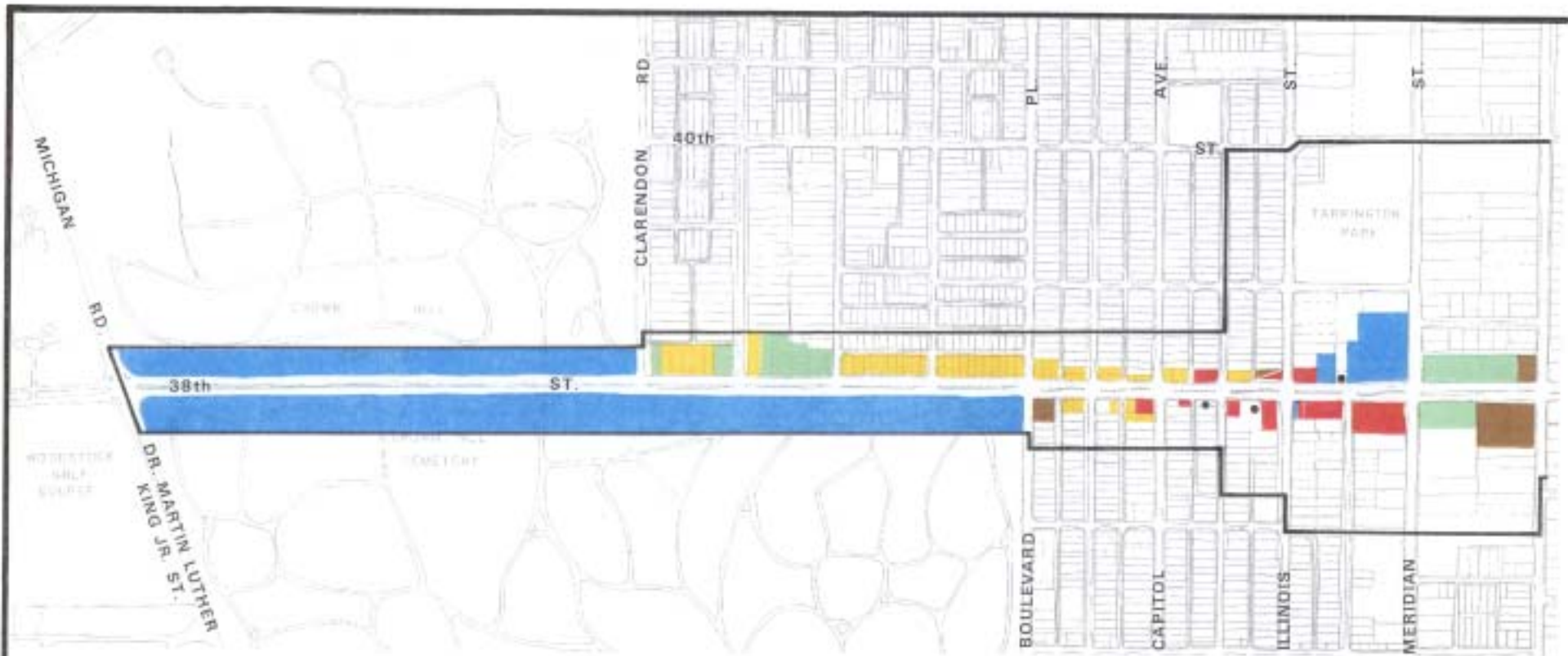
After the 1950s, a slow erosion of the Corridor occurred. The transportation system in the city became one of personal cars as opposed to streetcars and public transit. People were no longer tied to transit lines; a wider range of residential choices were available. The city itself continued to spread northward, so that Maple Road no longer was a suburban corridor but was rapidly evolving to a "mid-city" area. The new northern suburbs developed their own commercial centers, which not only were more modern, but catered to the automobile by providing the abundant parking facilities that Maple Road commercial areas lacked. The elite also began to abandon the Maple Road Corridor, as well as the middle class, which both wished to be free of the congestion now present in the area. Housing on and near Maple Road was converted into offices, increasing the traffic in the area. Maple Road was widened to accommodate the increased traffic which resulted in the removal of its street trees, and altered its character. Commercial uses

along the Corridor no longer kept pace with the new suburban centers, and several stores moved out of the area. In the late 1960's, the 38th Street bridge over the White River was built. This bridge connected 38th Street with the Lafayette Road area, and lead to the great commercial expansion of West 38th Street, due to increased accessibility. This helped increase commuter traffic through the corridor, yet siphoned off commercial trade to the Lafayette Mall developments.

Finally, the racial and socio-economic makeup of the area began to change, as black families replaced white families in the suburban "White Flight" which occurred nation-wide during this period.

In the late 1970's, people began to take another look at 38th Street, and indeed the inner-city, as a place to live. Downtown revitalization has created an interest in a "return to the city." 38th Street, although not the prestigious area it once was, did not deteriorate nearly to the extent as some other older thoroughfares. Commercial areas still serve the neighborhoods, and interest in renovation is replacing that of abandonment. Offices still flourish on 38th Street and Meridian Street, providing a base of population during business hours. The fairgrounds and IUPUI

attract many people to the area. Finally, the neighborhoods themselves--the very things which spurred the growth of 38th Street, are not only surprisingly stable, but very active in finding ways to not only upgrade their areas, but to help revitalize their own local "main street."



38 TH STREET CORRIDOR STUDY / MAP 3

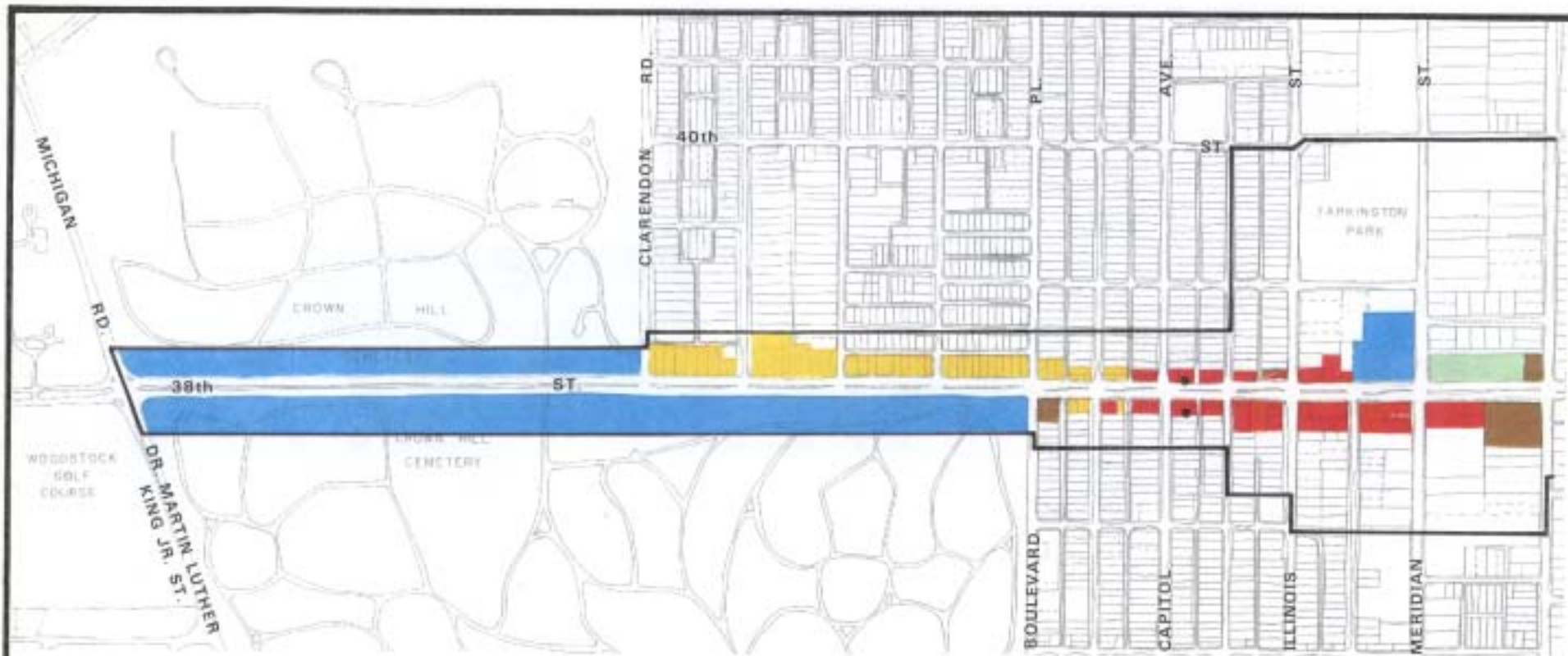
LAND USE CHANGES 1945

- | | |
|---------------|--------------------|
| RESIDENTIAL | PUBLIC/SEMI-PUBLIC |
| SINGLE FAMILY | PARKS/OPEN SPACE |
| MULTI FAMILY | VACANT BUILDINGS |
| COMMERCIAL | |
| RETAIL | |
| OFFICE | |



The preparation of this map was financed in part
by a Community Development Block Grant

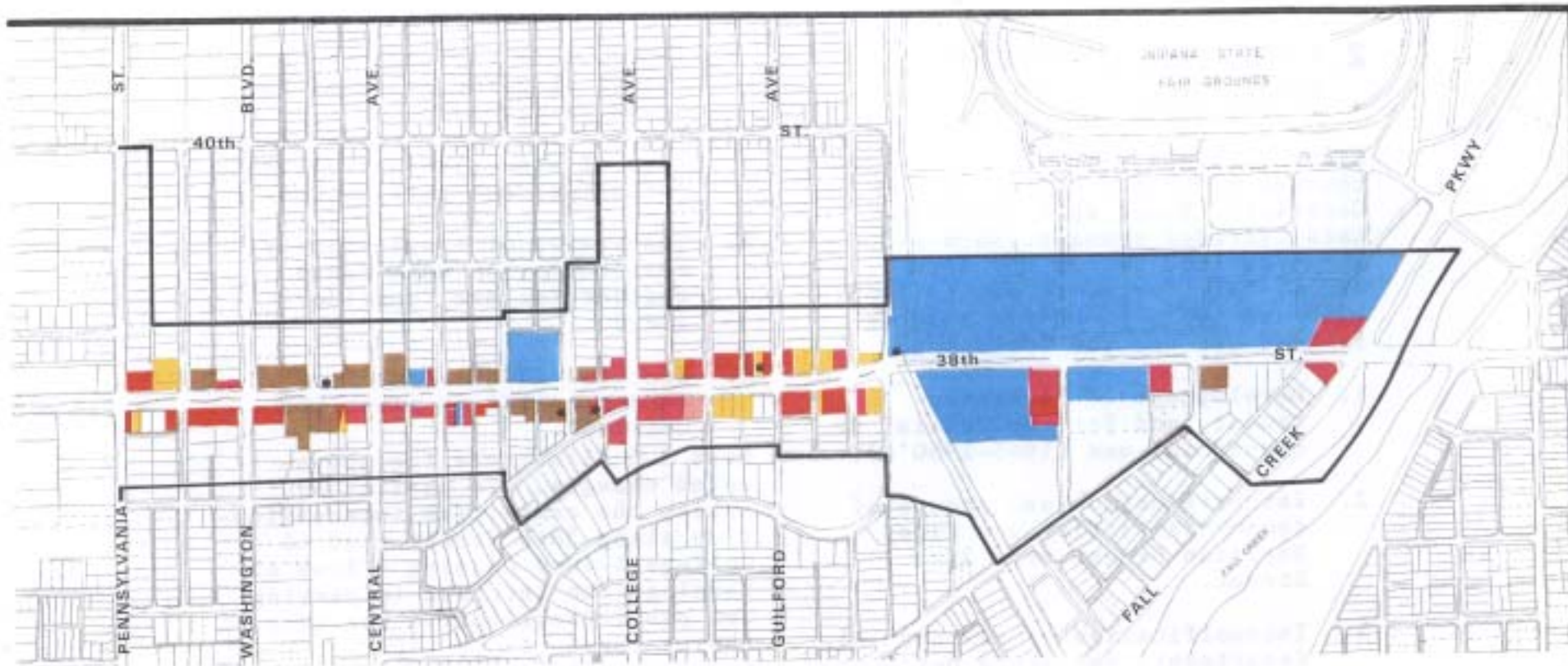
October, 1985
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38 TH STREET CORRIDOR STUDY / MAP 4

LAND USE CHANGES 1965





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October, 1985
Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

2. LAND USE CHANGES 1945/1983

Since World War II, major land use changes have occurred along the Corridor. Based upon research into Corridor changes, maps 3-5 show the land use on the 38th Street Corridor as it was in 1945, 1965 and 1983. Specific changes in land use are the following:

1. Development of remaining vacant land for residential or commercial use (1945-1960's).
2. Intensification and growth of commercial office use along Meridian Street near 38th Street.
3. Intensification of residential (apartment) use along Meridian Street, specifically north of 38th Street.
4. Encroachment of commercial uses into residential areas (Illinois Street, College Avenue, Washington Boulevard, and 38th Street itself east of College Avenue).
5. Conversion of residential units in commercial office uses. This is especially true along 38th Street east of College Avenue and College Avenue north of 38th Street.
6. Large expansion of public/

semi-public use with the development of IUPUI south of the State Fairgrounds.

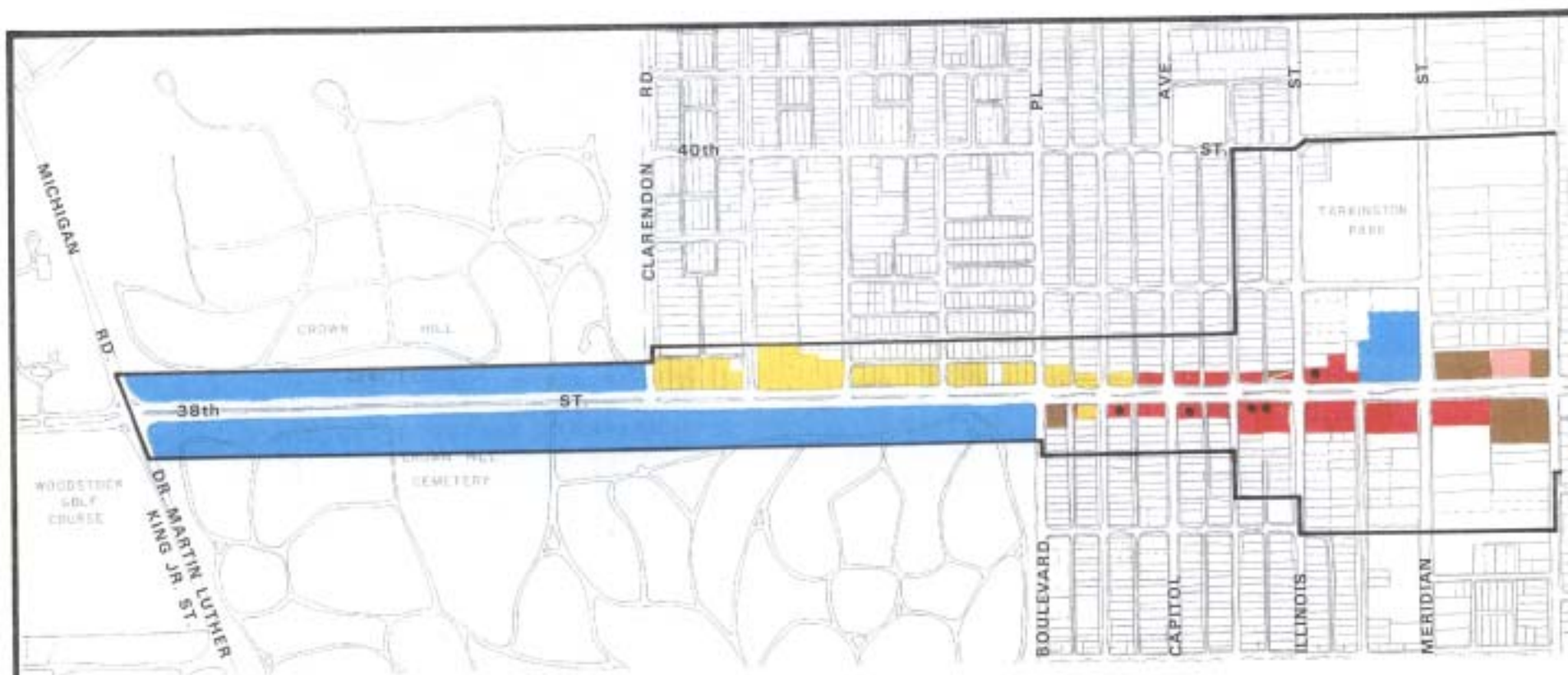
7. Loss of some residential units for off-street parking use.
8. Conversion of single-family residences for more dense residential use (corridor-wide).
9. Increase in the number of vacant buildings along the Corridor.

Maps 3-5 illustrate the above noted changes. In particular, notice the commercial intensification along 38th Street east of College Avenue causing a loss of housing; the increase in parking and public/semi-public use east of the railroad tracks (IUPUI); and the full development, and later initial loss, of housing west of Capitol Avenue. Appendix B also gives a listing of what businesses or uses existed at that address since 1945. Examination of this listing reveals a loss of single family residential uses, instability and decline in the number and quality of businesses along the Corridor, and an increase in vacancies. The Corridor has obviously changed from a residentially oriented street with neighborhood commercial nodes to a mixed-use apartment/commercial commuter thoroughfare. Despite the changes, the residential base and much of the neighborhood nodes remain.

3. SIGNIFICANT FEATURES/ FOCAL POINTS

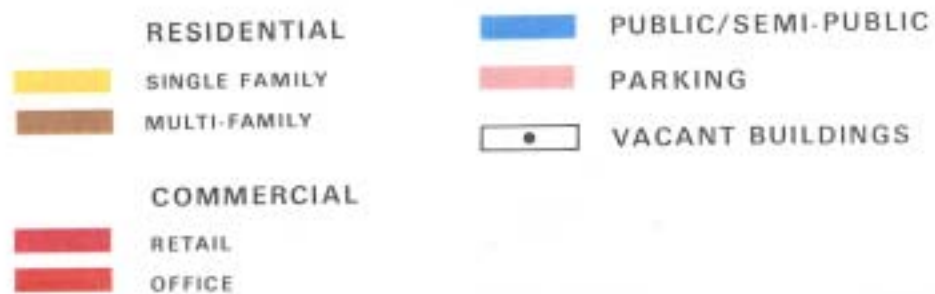
In looking at the Corridor as an entity, it is important to view the significant features or structures which give the area its unique character or act as its focal points. The following features do give a unique quality to the Corridor:

1. The Indianapolis Museum of Art - Provides a strong visual focus to the western end of the Corridor.
2. Crown Hill Cemetery - Provides a vast green vista which acts as a western "gateway" into the Corridor. The cemetery is a contrast to the urban environment present along the rest of the Corridor.
3. The commercial node of 38th and Illinois Streets - A neighborhood shopping area characterized by small shops, and similarity in architectural treatments (original).
4. The North United Methodist Church - A major focal point at 38th and Meridian Streets. Its fine architecture, prominent setback, and location each contribute to its visual importance.
5. Summit House - Directly across Meridian Street from North United Methodist Church stands the tallest structure in the Corridor. The apartment tower punctuates this important intersection, and provides a visual reference point from any direction.
6. The "Apartment Row" between Pennsylvania Street and Park Avenue along 38th Street - This segment of the Corridor contains a series of 1920's vintage apartment buildings, each of fine architectural detailing, which gives the area a solid, urban residential flavor.
7. School #66 - This large former school building provides a strong visual relief for this area of the Corridor. Its setback and detailing provide a transition between apartment and commercial structures, all of the same vintage.
8. The commercial node of 38th Street and College Avenue - Although suffering signs of deterioration, the intersection of 38th Street and College Avenue contains some interesting architecture, and provides vistas of residential neighborhoods along College Avenue.
9. The Indiana State Fairgrounds



38 TH STREET CORRIDOR STUDY / MAP 5

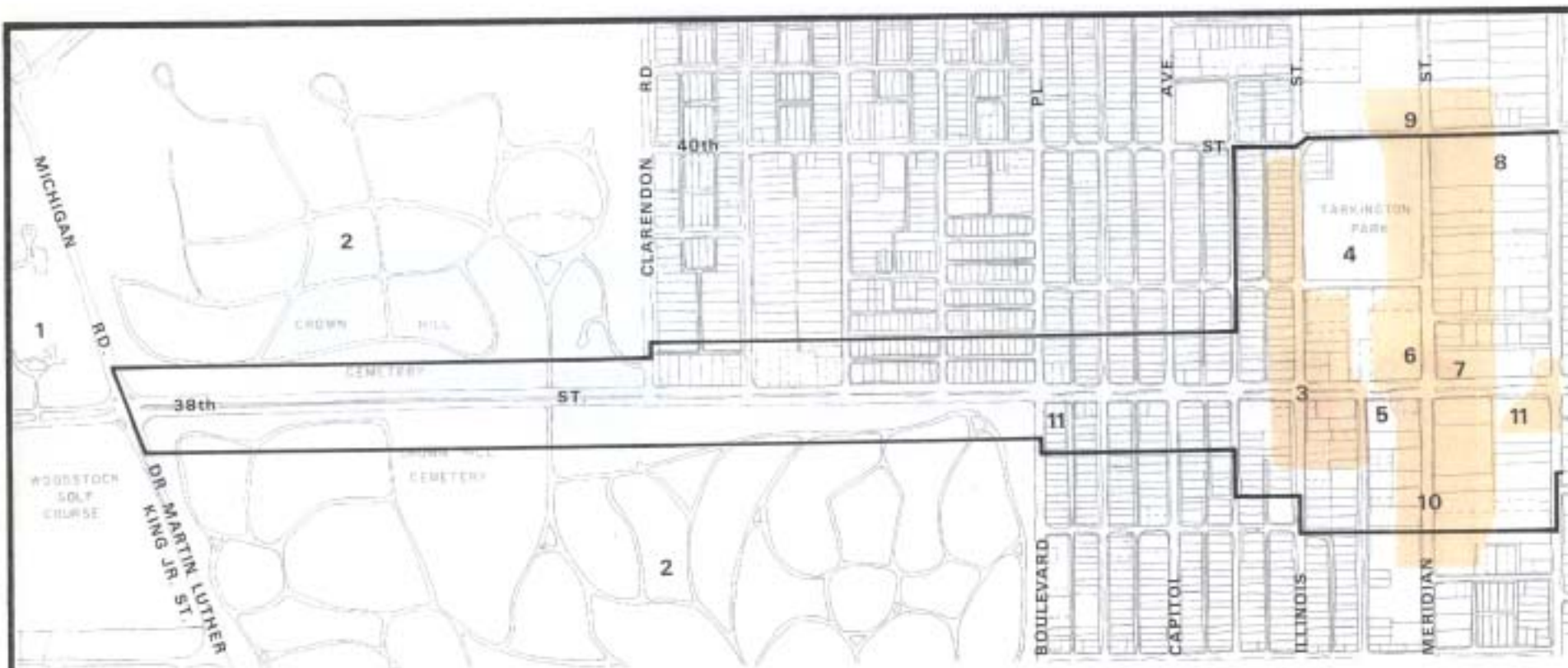
LAND USE CHANGES 1983





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38 TH STREET CORRIDOR STUDY /MAP 6

SIGNIFICANT FEATURES AND FOCAL POINTS

1. INDIANAPOLIS MUSEUM OF ART
2. CROWN HILL CEMETERY
3. 38th & ILLINOIS STREETS COMMERCIAL AREA
4. TARKINGTON PARK
5. MERCHANTS NATIONAL BANK
6. NORTH UNITED METHODIST CHURCH
7. SUMMIT HOUSE
8. MERIDIAN TOWERS
9. TARKINGTON TOWERS
10. MERIDIAN STREET STREETScape

11. 1920'S APARTMENT BUILDINGS
12. INDIANA NATIONAL BANK
13. CENTRAL AVENUE STREETScape
14. SCHOOL #66
15. 38th STREET & COLLEGE AVENUE COMMERCIAL AREA
16. WATSON ROAD BIRD SANCTUARY
17. THE INDIANA STATE FAIRGROUNDS
18. I.U.P.U.I. 38th STREET CAMPUS
19. FALL CREEK/FALL CREEK PARKWAY



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- With its Coliseum Street entrance on 38th Street, this public/semi-public use stretches along the eastern quarter of the north side of 38th Street. Its many, varied buildings and large site act as an "anchor" (along with IUPUI), to the eastern end of the Corridor - a purpose served on the western section by Crown Hill Cemetery.

10. The 38th Street Campus of IUPUI - The University visually serves the same purpose as the Fairgrounds, defining the area as well as providing a strong reference point.
11. Fall Creek Parkway and Fall Creek - The eastern terminus to the Corridor is marked by a natural focal point as well as a major parkway - both of which serve to define the Corridor study edge, and provide visual amenities.

In addition, vistas at Meridian Street, Central and College Avenues are also major features of the Corridor, offering grand views of urban-residential areas. Map 6 locates these features along the Corridor.

4. ARCHITECTURE IN THE 38TH STREET CORRIDOR

The 38th Street Corridor contains

some notable architecture. Fine apartment buildings, banks, commercial buildings and offices are examples of the quality of buildings which exist along the corridor. Both new and old construction can be found which is of a high caliber. The residential areas flanking the corridor contain some of the best architecture in the city.

5. NEIGHBORHOODS

In addition to its important role as a major east-west thoroughfare, 38th Street plays an important role as a service corridor for several surrounding neighborhoods. The 38th Street Corridor is the northern boundary of the Crown Hill and Mapleton-Fall Creek neighborhoods. The Corridor also serves as the southern boundary for the Butler-Tarkington and Meridian-Kessler neighborhoods. These neighborhoods are older, yet solid residential areas of the city. The neighborhoods are identified by large homes, often quite substantial in design. Apartment areas exist in the Mapleton-Fall Creek and Crown Hill areas. All four neighborhoods exhibit far more stability than other areas of similar vintage in the city. In addition, the Watson Road neighborhood, as a portion of Mapleton-Fall Creek, is a potentially historic area of large revival-style homes on a tree lined street. The

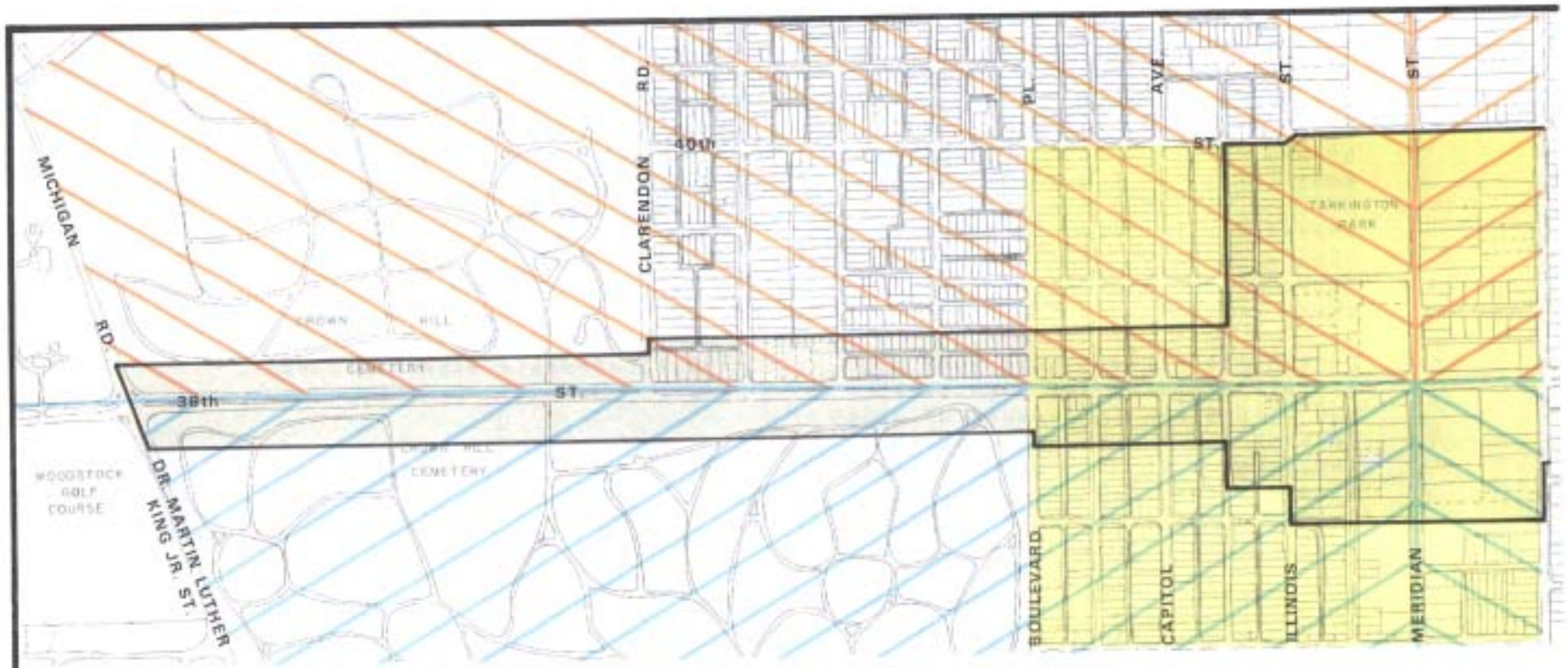
Watson Road neighborhood is also active in neighborhood maintenance. Each of the neighborhoods supports vital, organized neighborhood organizations, among the most active in the city. Neighborhood problems and concerns are addressed with programs and policies geared to maintain, and improve, the quality of life in their areas.

Neighborhood plans have been separately prepared for each area, and stress the importance of maintaining and working towards the improvement of 38th Street. All view a vital 38th Street as an important part of their own continued vitality.

In addition to the four neighborhoods, three not-for-profit development corporations also focus attention towards the revitalization of 38th Street.

The Maple Road Development Association is a group of local business and community leaders whose attention is focused on the commercial areas of Illinois and Meridian Streets, as well as the immediate surrounding areas. The College Corridor Coalition is also made up of community and business leaders. The group stresses the revitalization of College Avenue, with specific interest in the 38th Street and College Avenue commercial area. The Metropolitan Area Citizens Organization (MACO) is an

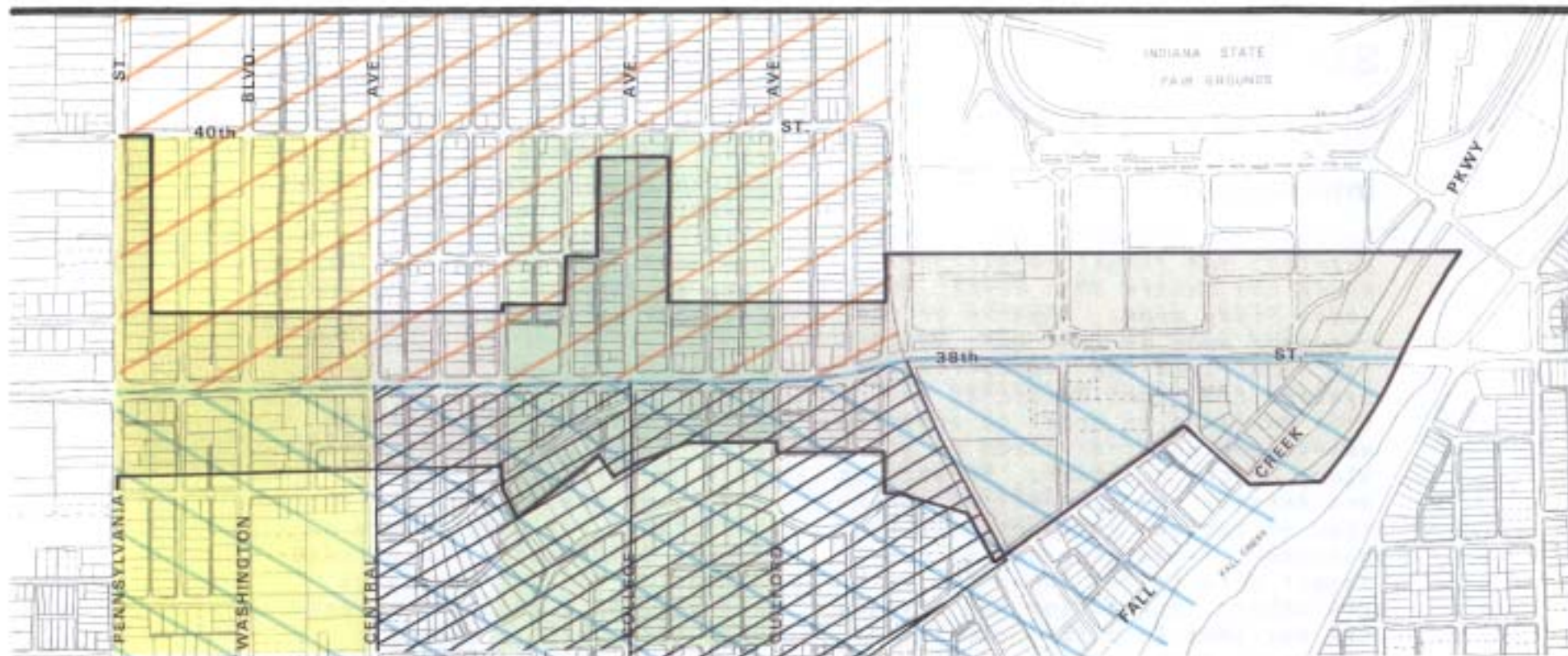
area-wide not-for-profit development corporation which assists neighborhoods, business organizations, and businesses interested in developing projects to revitalize the area, both commercially and residentially. All three of these groups work for the improvement of existing businesses and the location of new, quality business to the area. Map 7 locates these organizations and shows how they interrelate with the corridor.



38TH STREET CORRIDOR STUDY / MAP 7

NEIGHBORHOOD/GROUP ORGANIZATIONS

- 38TH STREET STUDY AREA
- MAPLE ROAD DEVELOPMENT ASSOCIATION
- WATSON ROAD PARK ASSOCIATION
- COLLEGE CORRIDOR COALITION
- BUTLER-TARKINGTON NEIGHBORHOOD ASSOCIATION
- MERIDIAN-KESSLER NEIGHBORHOOD ASSOCIATION
- CROWN HILL NEIGHBORHOOD ASSOCIATION
- MAPLETON-FALL CREEK NEIGHBORHOOD ASSOCIATION



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SECTION TWO

EXISTING CONDITIONS

Introduction

Section two documents the current physical and visual conditions along the entire 38th Street Corridor Study area. Aspects of the corridor such as land use, building conditions and transportation systems are first described and then analyzed in order to properly assess the physical needs or problems of the corridor. Subsection one details the generalized condition of various components of the corridor, explaining how each aspect affects and interacts with the other. Subsection two divides the corridor into five specified subareas, each having slightly different physical qualities, and analyzes in detail the conditions found within them.

The idea of interacting subareas is an important part of the plan's development, as the subareas allow for a far greater intensity of analysis, and specific concerns can be more adequately addressed.

Viewing existing conditions is most important in uncovering the assets and liabilities of the corridor. Without such knowledge, important points might be overlooked or their impact misunderstood.

Finally, the results of a comprehensive, detailed business survey are summarized. The opinions and information gathered from 80 corridor businesses express current perceptions as well as physical conditions. These perceptions, physical conditions, and current business data present a clear picture to the planner of "where the corridor is now."

After reviewing the historic development and changes which have occurred along the corridor, an analysis of current conditions was made. This analysis illustrates the current status of the Corridor area and acts as a point of reference from which a specific plan for improvement of the 38th Street Corridor can be developed.

Existing conditions will be summarized for the entire Corridor and then detailed by five specific segments of the Corridor:

1. Dr. Martin Luther King Avenue to Graceland Avenue
2. Graceland Avenue to Pennsylvania Street
3. Pennsylvania Street to Broadway Street
4. Broadway Street to the Seaboard (former Monon) Railroad

5. The Seaboard (former Monon) Railroad to Fall Creek

1. CORRIDOR-WIDE

1. Existing Land Use:

The Corridor contains a mix of land uses:

- . Commercial development extends almost the entire length of the Corridor east of Boulevard Place. Commercial use is heaviest in an area between Graceland Avenue and the Seaboard Railroad. Specific commercial centers are: 38th and Illinois Streets, 38th and Meridian Streets, 38th Street and College Avenue. Between Pennsylvania Street and College Avenue, commercial is intermixed with higher density residential use.
- . Public and semi-public facilities anchor the western and eastern portions of the Corridor. Crown Hill Cemetery from Northwestern Avenue to Boulevard Place on the west, the Indiana State Fairgrounds from the Seaboard Railroad to Fall Creek Parkway, and the 38th Street Campus of IUPUI from the Seaboard Railroad to Woodland Avenue on the east are

major facilities. Other facilities are somewhat concentrated in the 38th and Meridian Streets area.

- . Industrial uses are almost non-existent in the Corridor. Only one small, isolated light industrial use is found in the 3700 block of North Illinois Street.
- . Green space and parks are limited basically to frontage landscaping. Tarkington Park is a "neighborhood park" facility in the Corridor, and Crown Hill Cemetery provides a vast area of green space on the Corridor's western one-third.
- . Residential uses vary from single-family homes to large multi-family apartments. Along the Corridor, concentrations of lower-density residential occurs between Clarendon Road and Boulevard Place north of Crown Hill Cemetery. Multi-family residential uses are concentrated in an area between Pennsylvania Street and Broadway Street.

Along intersecting streets in the Crown Hill, Butler-Tarkington, Mapleton-Fall Creek and Meridian-Kessler neighborhoods, fine, substantial homes exist in

established neighborhoods both north and south of 38th Street. A concentration of medium-rise apartments is found on Meridian Street south of 40th Street continuing to Fall Creek.

- . Parking in the form of surface lots exists around commercial uses throughout the Corridor. Concentrations of parking facilities occur between Illinois and Meridian Streets; at 38th Street and College Avenue; and in the IUPUI and State Fairground facilities.

2. Building Conditions:

The Corridor consists of a wide range of building conditions, largely due to the age of the building stock and the variability of maintenance. With 51% of the commercial buildings in the Corridor over 30 years old, the majority of structures do require at least minor repair and maintenance. Building conditions tend to be in the "sound" to "minor deterioration" categories. Two areas exhibit some deterioration: 38th Street and Illinois Street and 38th Street and College Avenue. The College Avenue area in particular is plagued by vacant or underutilized buildings which have not been properly maintained. Appendix

C details how building conditions categories were determined or the plan, while Map 8 details current building condition locations.

3. Transportation

a. Streets

A good network of streets provide easy access in the Corridor. Access both within the area and to locations specifically north and south are well served.

- . The East-West primary arterial is 38th Street itself.
- . The North-South primary arterials are:
 - The two-way Dr. Martin Luther King Avenue/Michigan Road
 - The one-way (north) Illinois Street south of 38th Street
 - The one-way (south) Capitol Avenue south of 38th Street
 - The two-way Meridian Street
 - The two-way Central Avenue south of 38th Street
 - The two-way College Avenue
 - The two-way Fall Creek Parkway

- . There are no east-west secondary arterials in the Corridor area, however 34th and 46th Streets nearby serve that capacity.
- . The north-south secondary arterials include:
 - The two-way Illinois Street north of 38th Street.
 - The two-way Capitol Avenue north of 38th Street.
 - The two-way Central Avenue north of 38th Street.
- . There are numerous lower-volume collector streets throughout the Corridor.
- . Bus and taxi service in the Corridor area is good; with major bus routes on portions of 38th Street, Meridian Street, Central and College Avenues.

Map 9 depicts the Official Thoroughfare Plan as it relates to the Corridor and gives a graphic as well as numeric illustration of the most recent traffic counts for corridor thoroughfares.

b. Sidewalks & Curbs

Sidewalks service nearly the entire Corridor area. Existing sidewalk conditions are generally fair to good, with some

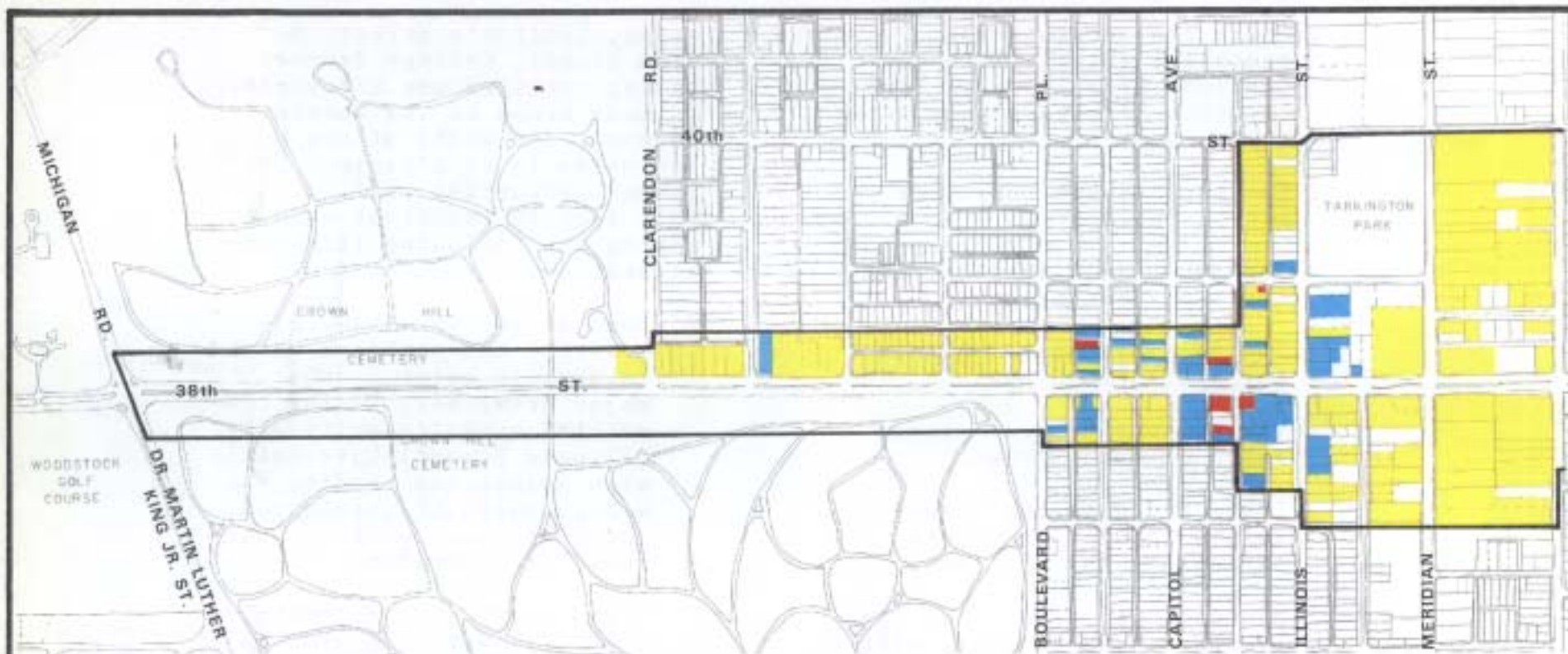
areas, (Illinois Street, Meridian Street, College Avenue) having received new sidewalks. In many areas of the Corridor however, the width of the sidewalks is insufficient for proper pedestrian traffic. This fact is important when taking the following into consideration:

1. 38th Street is a heavily-traveled thoroughfare which intersects several other major arterials,
2. The commercial areas (specifically Illinois Street) have fairly high pedestrian traffic,
3. A high resident population, including many elderly, surround the corridor.

Curb conditions in general are fair, with the area between Broadway Street and Carrollton Avenue needing attention.

c. Parking

Parking exists both on and off-street in the Corridor. Off-street parking conditions range from poorly graded gravel lots to well-paved and striped lots. Most off-street parking areas are fairly well maintained, with problem areas confined to converted residential properties on north-south streets, where commercial uses have "back yard" parking, (i.e.



38TH STREET CORRIDOR STUDY / MAP 8

BUILDING CONDITIONS

- SOUND
- MINOR DETERIORATION
- MAJOR DETERIORATION



ST. PENNSYLVANIA, WASHINGTON, CENTRAL, COLLEGE, GUILFORD, 40th, 38th, and ST. AVE.

INDIANA STATE FAIR GROUNDS

FALL CREEK

PKWY

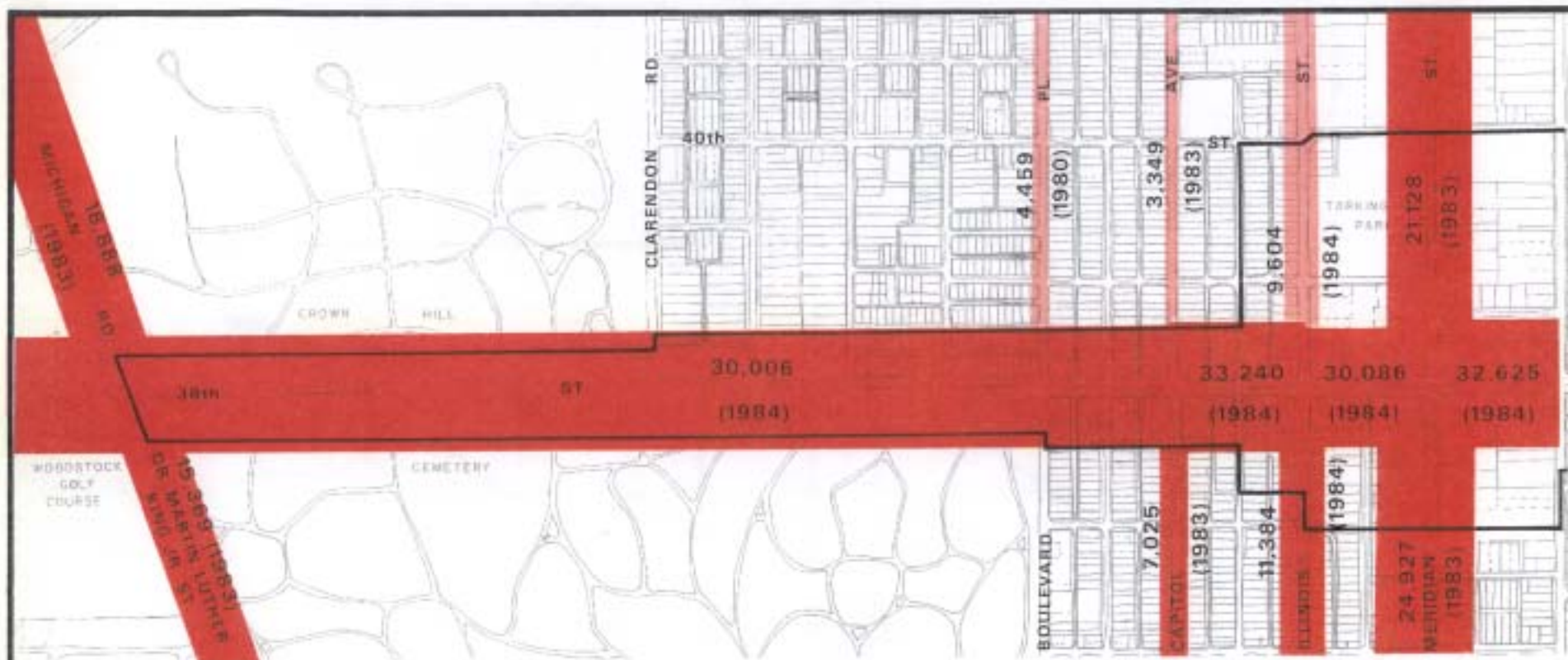
40th

38th



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38 TH STREET CORRIDOR STUDY / MAP 9

THOROUGHFARE PLAN

- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- 30,000 TRAFFIC COUNT
- (1984) YEAR TAKEN



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College Avenue and a portion of 38th Street between College Avenue and the Seaboard Railroad). Problems do exist as to the arrangement and amount of parking in certain areas, which will be addressed later in this plan.

d. Streetscape

In addition to land use, building conditions and traffic patterns, the overall perception of the Corridor is important to those who work, do business, live near or travel through it. Sights and sounds affect a person's perception of the quality of the Corridor.

- . Attractive views of green space exist along Crown Hill Cemetery. Fine residential views exist on several north-south routes.
- . The Corridor is a visual chaos. Eyesores such as deteriorated or vacant buildings, unsympathetic renovations or conversions of structures, overhead wires, unlandscaped parking or commercial areas and inappropriate signage contribute to this problem.
- . Intersections, particularly in the commercial node areas, are poorly designed for both automobiles and pedestrians. Traffic congestion and lack

of pedestrian amenities are two problems.

- . Street and traffic lighting, as well as official signage appears adequate. The lack of signage organization, aesthetic quality or standardization does not enhance the image of the area.
- . Many fine buildings enhance the Corridor. These structures often have architectural importance. Such structures as the North United Methodist Church; branch banks of Merchants National and Indiana National Banks; and several of the large older apartment buildings on 38th Street add a distinctive character to the area. In addition, office structures and apartment buildings on Meridian Street, punctuated by the Summit House, are also visually interesting.

2. SUBAREA ANALYSIS

For study purposes, the Corridor has been subdivided into five subareas. Each of these areas exhibits a different type and mixture of Land Use and should be addressed individually in order to better understand how each area functions. The five subareas are:

1. Crown Hill Cemetery (Dr. Martin Luther King Avenue to Graceland Avenue)
2. Graceland Avenue to Pennsylvania Street
3. Pennsylvania Street to Broadway Street
4. Broadway Street to the Seaboard (former Monon) Railroad
5. The Seaboard Railroad to Fall Creek (see Map 11)

a. Subarea One

The subarea between Dr. Martin Luther King Avenue and Graceland Avenue consists largely of public/semi-public (Crown Hill Cemetery) and single-family residential uses.

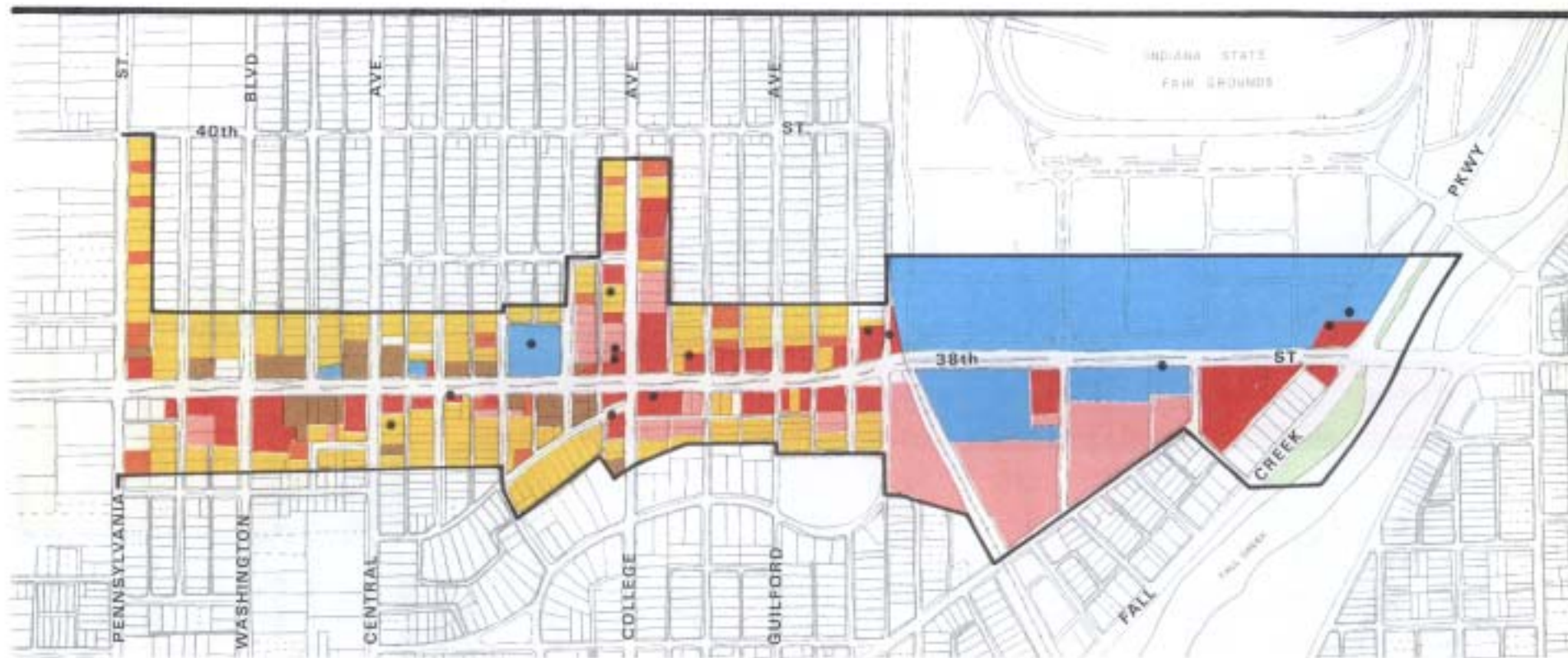
Between Dr. Martin Luther King Avenue and Clarendon Road, 38th Street is flanked to the north and south by public/semi-public use. Between Clarendon Road and Boulevard Place, single-family residential use begins on the north side of 38th Street. Residential use in the form of large single-family homes flank 38th Street until Graceland Avenue. There are virtually no parking, nor commercial uses, and only one multi-family use, in this sub-area. The public/semi-public uses are well-maintained, as for the most part are the residential uses, which date from the 'teens to the 1940's. Boulevard Place is the only through street in this

sub-area, and acts as a collector. Solidly built and well-maintained residential areas lie to the north of this area.

b. Subarea Two

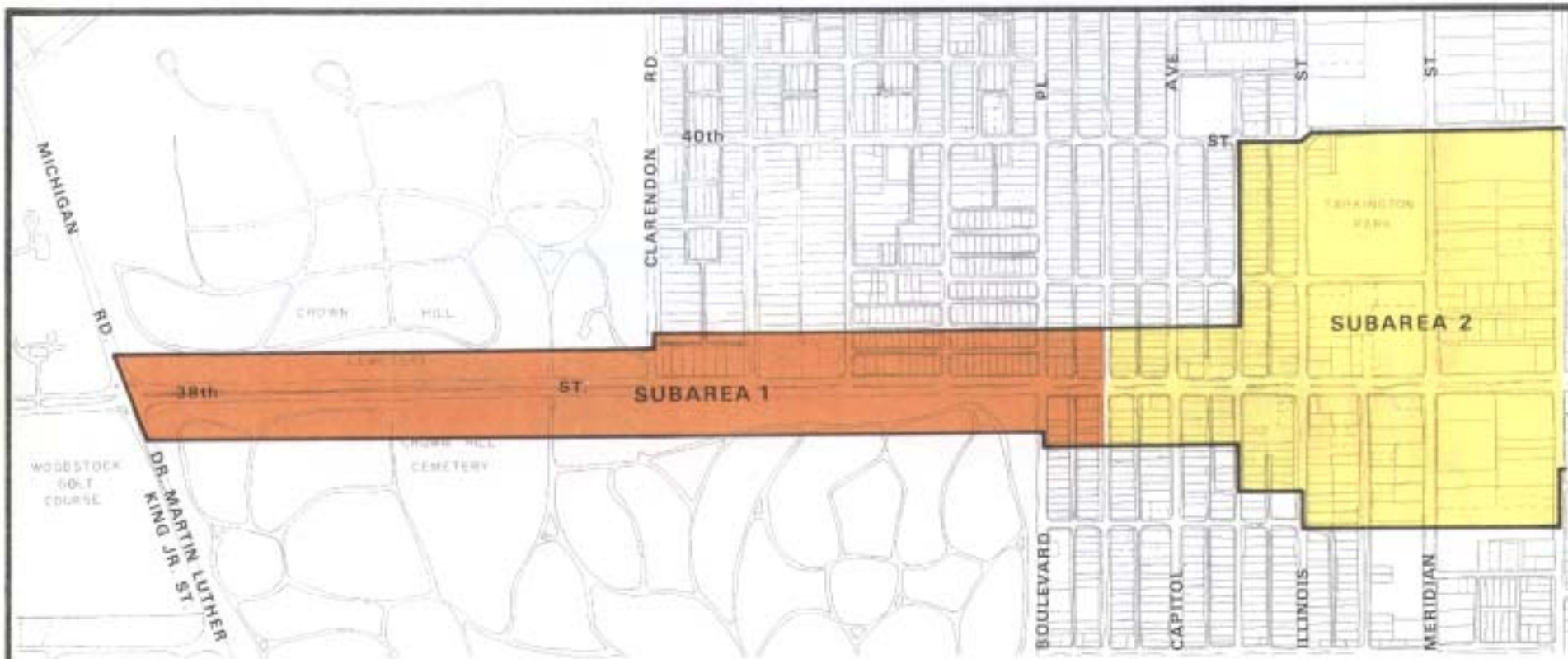
The subarea between Graceland Avenue and Pennsylvania Street presents a stark change in land use from sub-area 1. Single-family residential use is replaced by commercial, dense multi-family use, and parking. Commercial uses vary from retail to office along this segment of 38th Street. Retail commercial clusters in the 38th Street and Illinois Street area, continuing north up Illinois Street. Office commercial is concentrated up and down Meridian Street at 38th Street. The portion of 38th Street between Graceland Avenue and Illinois Street has a proliferation of gas stations, either operational, vacant, or converted to other uses. Residential uses are confined to the areas north and south of 38th Street. Exceptions occur on Meridian Street where a high-rise and other large multi-family uses exist. Buildings in this area vary from well-maintained to poor. There are several vacant structures which are deteriorating in the area between Graceland Avenue and Illinois Street. Major arterials Capitol Avenue, Illinois and Meridian Streets intersect with 38th Street. These thoroughfares carry a high volume of traffic to



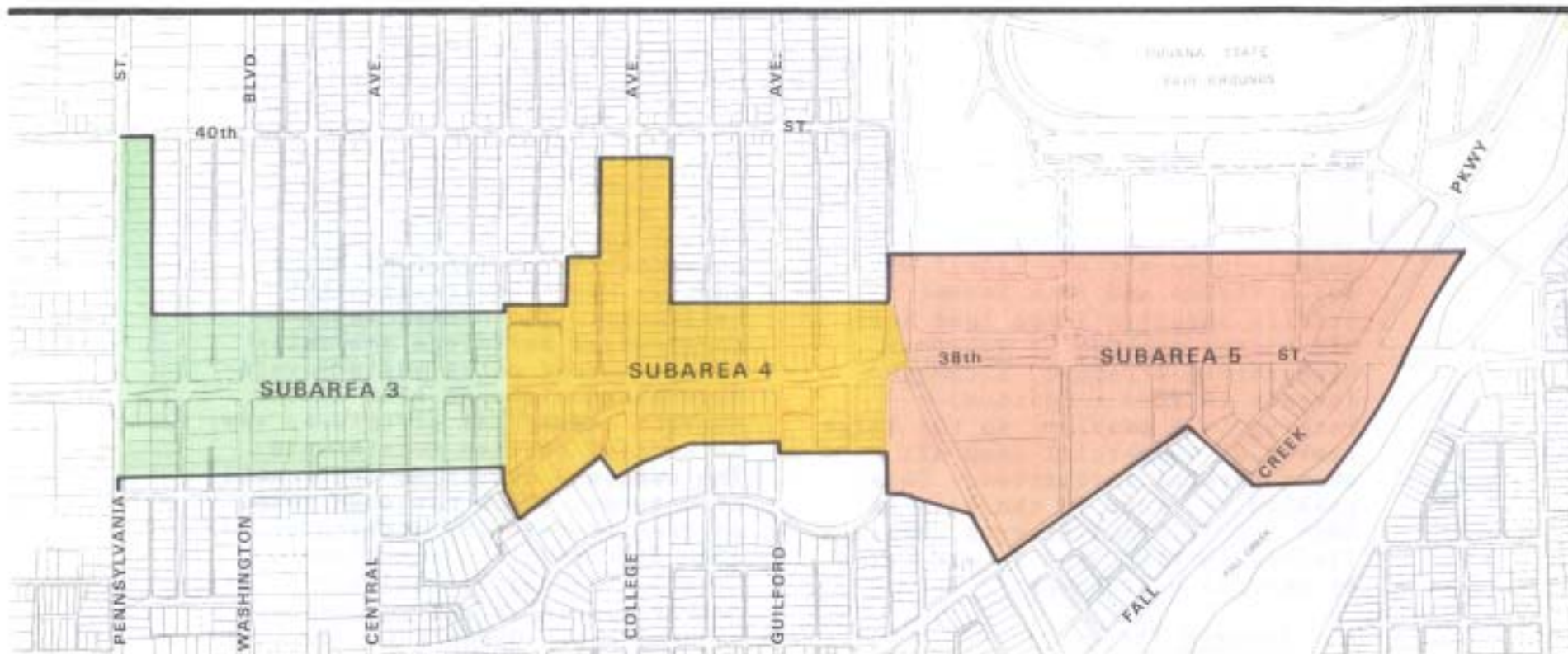


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38TH STREET CORRIDOR STUDY / MAP 11
SUBAREA BOUNDARIES



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and from the downtown area. Traffic congestion is a problem in this subarea. Public/semi-public use is confined to a large segment of land at the northwest corner of 38th and Meridian Streets. Parking, in the form of off-street lots and on-street parking (all intersecting streets except Meridian Street and 38th Street itself) occupy a large land area. Off-street parking is somewhat haphazardly arranged, although largely in good condition. Parking is a problem, as the large number of commercial uses all share parking facilities. This problem is acute in the area of 38th and Illinois Streets, where a limited parking area is overtaxed by several businesses.

c. Subarea Three

The subarea between Pennsylvania Street and Broadway Street presents a mixture of multi-family and commercial uses. This subarea retains a fairly strong urban residential character. Most of the large apartment buildings of the Corridor are found here. Fronting on 38th Street, these apartments are generally in very good condition, providing not only quality housing, but a fine streetscape. Large residential structures exist on the north-south intersecting streets. These structures, dating from the 1910-1940 era, feature fine architecture. Between Central Avenue and

Broadway Street, deferred maintenance has caused a number of homes to need minor repair, specifically south of 38th Street. Intermixed with these residential uses on 38th Street are various commercially used properties. These commercial uses are of two types: 1. Commercially-constructed buildings, 2. Converted residential buildings. The commercially-constructed buildings generally occupy corner sites and are well-maintained although some of the service commercial structures are in need of routine maintenance. The numerous converted residential structures, which are also found on the intersecting streets to 38th Street (i.e. Pennsylvania Street, Washington Boulevard), are poorly converted and in need of maintenance. Often these uses are not compatible with surrounding uses.

Parking in this sub-area is a problem. The large apartment buildings, and most commercial uses do not provide adequate parking. This problem is most often seen in those converted residential uses which have side and rear yard parking on formerly residential lots. In these cases, the parking areas are poorly designed and not properly buffered from other uses. Curbs cuts are numerous onto 38th Street, several of which are unnecessary or duplicative. Traffic flow, although not a major problem in this subarea, is at

times constricted due to the numerous access points to 38th Street from commercial and apartment uses. The overall streetscape is one of high potential. Currently, the set backs, architectural types, and quality of the older structures presents a fine urban visual Corridor. Intrusions into this streetscape can be found, however, in the narrow sidewalks, the lack of street trees along the right-of-way, the poor maintenance of the street medians and the general lack of landscaping in the green spaces fronting 38th Street. In addition, vacant lots near Pennsylvania Street along 38th Street are not maintained.

d. Subarea Four

Subarea 4 is an area of mixed, and often conflicting, land uses. The area largely consists of commercial uses, both retail and office; residential of all types and parking.

Commercial uses in the area center at the commercial node of 38th Street and College Avenue. Conditions of these commercial uses range from sound to major deterioration. The conversion of residential structures and the extension of commercial uses into residential areas create conflicts.

The converted residential structures are in need of maintenance, and are for the most part inadequate

for commercial use. Older commercially designed structures are in need of renovation. A large number of vacant structures presents a blighting influence on the 38th Street and College Avenue area.

Residential uses parallel 38th Street to the north and south. These older residential areas feature large homes, many converted from single to two-family uses. The homes are generally well-maintained, and only routine maintenance, (paint, etc.) appears needed. Parking in the form of both off-street lots and on-street spaces serves the area. On-street parking at times appears too near intersections, causing congestion. This is especially true south of 38th Street on College Avenue. Off-street parking is haphazard in the area. In some cases, surface lots are well-maintained and serve a specific commercial use. At 38th Street and College Avenue parking in a narrow area in front of storefronts on 38th Street are poorly designed, serve several tenants, and create both pedestrian-auto conflicts as well as constriction of traffic flow on arterial streets, (38th Street, College Avenue). Parking at converted residential uses is generally poorly designed. Access to these rear-lot parking areas is also poor.

Street are generally in good con-

dition, although some north-south streets are in need of resurfacing. Curbs are in fair to poor condition, with those on College Avenue and the intersection of 38th Street in need of repair or replacement. Sidewalks are narrow all along 38th Street and College Avenue, the existing sidewalks need maintenance or replacement.

Landscaping and street trees are inadequate. The streetscape, with overhead wires, many ill-placed signs, poor building conditions and lack of landscaping give this area a drab appearance.

e. Subarea Five

This subarea consists largely of uses related to two major public/semi-public institutions; 1. The Indiana State Fairgrounds, 2. IUPUI-38th Street Campus. The entire north side of the Corridor consists of the Fairgrounds. The existing condition of the Fairgrounds is good. Most buildings fronting on 38th Street are well-maintained. Exceptions to this can be found on the eastern end of the property, where a vacant service station and restaurant are deteriorating. To the south of the Fairgrounds between the railroad tracks and Coliseum Boulevard is the 38th Street Campus of IUPUI. The buildings in this area consist of two types; 1. Institutional classrooms and offices in buildings constructed for their

use, 2. Converted residential structures used as classrooms, offices. The buildings are well-maintained, although some minor maintenance is needed on the converted residential uses. Parking, both fronting 38th Street and surrounding the Fairgrounds and IUPUI uses, is a major land use in this area. Parking exists in large off-street lots and, although congested, appears to be sufficient for both uses. Commercial uses consist of a restaurant in the center of the IUPUI "Campus" and a motel/restaurant and service station commercial cluster on the south side of 38th Street near Fall Creek. These uses have each recently undergone renovation and all are in good condition.

Sidewalks are narrow in the subarea, and are in need of maintenance. Along the Fairgrounds perimeter, sidewalks are not provided in all areas. The 38th Street Corridor is often very congested in the subarea, as the major Fairgrounds and University accesses front on 38th Street. The streetscape is jumbled, due to overhead wires, poor coordination of signage and lack of landscaping. A large area of vacant land exists south of the commercial uses near 38th Street and Fall Creek, providing a green open space with many mature trees on site.

The current condition of the sub-area will change dramatically over the next several years, as a multi-million dollar renovation project for the State Fairgrounds occurs. The entire area will be altered in condition and appearance as new construction, some demolition, coordinated parking area, and intense landscaping will alter the streetscape. In addition, IUPUI is proposing to vacate the 38th Street campus, consolidating at their main near-westside facility. These structures and property would become a part of the Fairgrounds under the proposed plan.

3. BUSINESS SURVEY RESULTS

During November of 1984, 205 surveys were distributed to all businesses in the corridor area. The purpose of the survey was to determine the opinions and concerns of the corridor business community. Survey results aided the staff in not only gathering general information on employment and ownership, but in understanding the potentials and problems felt by the corridor business community. The following summary extracts the important information tabulated from the survey results.

38th Street Corridor Business Survey Results

Summary of response tabulations

(83 survey responses as of 2/01/85) for a 40.4% response rating: 205 surveys distributed.

Major Points

Employees:

55% of those responding have 5 or fewer full-time employees.
77% have 10 or fewer.
77% of those responding have 5 or fewer part-time employees.
46% of those responding have 5 or fewer total employees. 80% have 15 or fewer total employees.

Operation:

68% of the businesses are corporations.
21% are sole-proprietorships.

Ownership:

75% of the businesses are owner-operated.

Franchise:

99% of the businesses are not a part of a franchise.

Owner-Residence:

66% reside in Marion County.
14% reside in Hamilton County.

Credit:

45% of the respondents use banks for credit.
49% judged the availability of credit as "very good."
88% judged the availability of credit as "adequate" or better.

Improvements:

34% of the respondents planned improvements in the next 5 years. 32% had no improvement plans, 34% were unsure.

24% of the respondents planned to physically expand at their location.

68% did not plan to expand, 08% were unsure.

Business Future at this Location:

35% of the respondents were "very optimistic," 96% thought it was "adequate" or better. Only 03% were "pessimistic."

Square Footage:

66% of those respondents had office space of 4000 sq. ft. or less.

11% had 500 sq. ft. or less.

Rating of Current Business Location:

Areas of concern regarding the surveyed standpoints appear to be: Ease of Supply and Delivery, Condition of Building, City Services & Loading and Delivery Facilities.

Crime:

47% of the respondents thought crime greater on 38th Street than downtown, while 57% thought it greater on 38th Street than in the suburbs. 44% thought crime "about the same," compared with downtown - while 25% thought crime "about the same" with that of the suburbs.

Customer Access to Business:

62% of businesses related that customers use a car to get to surveyed businesses, while 19% are said to walk.

Improvements to 38th Street:

The main improvements noted by the respondents as being important are:

1. Crime Control/Improved Security, 34% of all respondents.
2. Building Renovation, 13% of all respondents.
3. Improved Lighting, 13% of all respondents.

General Location:

33% of total respondents indicated this was important. 75% of those who responded in this category placed it as the number one reason.

Cost of Space:

23% of the total respondents indicated this was important. 40% of those who responded in this category placed it as the number two and/or number three reason.

Size or Type of Space:

22% of the total respondents indicated this was important. 42% of those who responded in this category placed it as the number three reason, while 39% placed it as the number two reason.

Ownership:

58% of those responding rent their

space/building.

Rental/Mortgage:

55% of those responding pay \$600 or less on mortgage/rent. While 06% pay more than \$2000.

Age of Building:

43% of the buildings are less than 25 years old.

57% of the buildings are over 25 years old.

33% of the buildings are over 35 years old.

Advertising:

70% of those responding do advertise; most use the newspaper and yellow pages as their media of choice, with a large number also using radio. 51% feel advertising "very important." 60% of those responding are not interested in joint advertising, 32% are.

Mondays, Fridays and Saturdays are judged the three days where business is heavier than other days of the week. 31% found Friday to be their "busy" day; 21% Saturday; and 19% Monday.

Question 23 of the survey asked businesses to rank the five most important improvements which they thought would encourage more people to shop in the neighborhood. Respondents to the question who operated businesses in the 38th Street and Illinois Street, and the College Avenue and 38th

Street areas, were separated out from the total respondents and then divided into these two commercial nodes.

An analysis was done to determine whether there was a different set of priorities between the two commercial areas. Values were assigned to weigh the responses as to importance. (The 1-5 rating with 1 being the most important was reversed in the analysis, i.e., a 1 rating was rated as a 5, a 5 least-important, given a 1.)

The following results were found:

Responses to Question #23 (Five Most Important Improvements)
Summary Rankings by Importance.

College Avenue and 38th Street
Area:

<u>Rank</u>	<u>Total Points</u>
1. Building Renovation	36
2. Crime Control	34
3. Improved Security	23
4. Off-Street Parking	14
5. Improved Lighting	13
6&7. Landscaping/Sidewalk Restoration	9

Illinois Street and 38th Street
Area:

<u>Rank</u>	<u>Total Points</u>
1.Improved Security	55
2.Off-Street Parking	53
3.Crime Control	48
4.Building Renovation	44
5.Landscaping	24
6.Improved Lighting	23

Security and off-street parking were judged most significant at 38th and Illinois Streets, while building renovation and crime control were judged most significant at 38th Street and College Avenue.

The difference found in the priorities of these two areas is important in determining the improvements to be recommended for each area.

SECTION THREE

ASSETS/LIABILITIES/ NEEDED IMPROVEMENTS

Introduction

Section Three uses the information and research developed in Sections One and Two to develop a comprehensive listing of the assets and liabilities of the 38th Street Corridor. Each major corridor component, (commercial, housing, transportation, public-safety, appearance and public/semi-public)

is analyzed individually to determine which of its facets aids or hinders the functioning of the area. Developing a list of current assets and liabilities lays a foundation upon which planning recommendations can be based. Each of the components is then analyzed in order to ascertain its "needed improvements."

These listings will be used, together with the goals and objectives developed in Section Four, to prepare the actual plan for the corridor.

The analysis of existing conditions along the 38th Street Corridor and the compilation and analysis of a detailed business survey had led to the development of a corridor-wide listing of assets/liabilities/needed improvements for the corridor. This listing reflects the observations of staff as well as the perceptions of corridor businesses.

The listing of assets/liabilities/needed improvements is categorized into the following:

1. Commercial
2. Housing
3. Transportation
4. Public Safety
5. Appearance (Landscaping, Signage, Facades)
6. Public Facilities

The following assets/liabilities

and needed improvements are directed at the major aspects of the corridor.

1. COMMERCIAL

ASSETS

- Fine Architecture in some areas
- Conveniently located on major thoroughfares - centrality
- Large surrounding base of population/service area
- Cost of Space (Rental/Purchase) is reasonable
- Concentration of commercial provide for pedestrian shopping
- Variety of services provided
- High Traffic/Visibility
- Well-served by financial community (all major banks have a branch in the corridor)

LIABILITIES

- Parking poor in sections of corridor
- Buildings in need of renovation
 - a. Poor facade/storefront design
 - b. Poor structural maintenance
- Large number of vacant buildings
- Quality of businesses declining
- Overall image poor
 - a. Sign clutter
 - b. Overhead wires
 - c. Poor landscaping

- Lack/Insufficient number of certain services
 - a. Quality Restaurants/Retail/Grocery
- Commercial uses in converted residential uses

NEEDED IMPROVEMENTS

- Removal of vacant/deteriorated units for possible redevelopment
- Relocation of non-commercial structures which now intrude into commercial areas
- Building Renovation
 - a. Facade Treatments to enhance establishments/area
 - b. Interior/Exterior upgrading to better serve customers
- New Construction
- Relocation of commercial uses from converted residential uses into commercially-designed areas
- Better definition of commercial areas (separation from residential neighborhoods)
- Improved/Increased off-street parking areas to service commercial
- Better streetscape for pedestrian interaction

2. HOUSING

ASSETS

- Solid Housing Stock
- Historic Architecture
- Well-established neighborhoods
- Variety of housing types
 - a. Single and two-family
 - b. Apartment buildings

- c. Upper story commercial apartments (mixed use)
- Variety of ownership (owner/-rental)
 - a. Wide range of rental rates
- Fire Protection nearby
- High density residential base

LIABILITIES

- Surrounding businesses declining
- Crime/Security problems perceived
- Residential uses being converted into higher-density residential or commercial uses
- Poor maintenance in some areas
- Commercial encroachment into residential areas

NEEDED IMPROVEMENTS

- Better definition/separation of residential and commercial uses (screening)
- Continuing work on paint-up/-fix-up of housing stock
- Limit conversions, subdivisions of housing
- Provide more visible police patrols & security in residential areas
- Relocation of sound structures which are inappropriate in their present location, yet still useful (as feasible)

3. TRANSPORTATION

ASSETS

- Well-defined transportation system

- Easy access to intersecting north/south arterials leading to:
 - a. Northern Suburbs
 - b. Downtown
- Access to Interstates
- Well-served by public transit
- Portions of corridor thoroughfares (38th Street, Meridian Street, Fall Creek Parkway, Northwestern Avenue) are a part of the State Highway System
- High vehicular access to commercial, residential and public uses high
- Parking provided in several areas

LIABILITIES

- Heavy traffic, especially at rush-hour causes congestion on 38th, Meridian, and Illinois Streets, Capitol and College Avenues and Fall Creek Parkway
- Major commuter access area from downtown to northern suburbs
- Far too many access points onto 38th Street cause pedestrian-vehicular conflicts as well as traffic congestion
- Parking system inadequate, poorly designed
- Parking lot access poor
- Street and alley improvements needed
- Sidewalks are narrow and need repair

NEEDED IMPROVEMENTS

- Reduction/Removal of duplica-

- tive, unnecessary curb-cut accesses to 38th Street, allowing for better traffic flow and fewer pedestrian-vehicular conflicts
- Better designed and possibly expanded parking facilities (off-street)
- Sidewalk repair and widening
- Street and alley maintenance, resurfacing where found necessary
- Development of shared employee/customer parking
- Unification of parking lots

4. PUBLIC SAFETY

ASSETS

- Fire Station on 38th Street serves corridor
- All major thoroughfares have adequate street lighting
- Police Patrols service area

LIABILITIES

- Police response time perceived as inadequate
- Police visibility in area perceived as low
- Residential streets somewhat inadequately serviced by street lights
- Commercial parking areas are not well lit, secured
- Certain commercial uses perceived as a public safety problem
- Crime/lack of security perceived as area-wide problem

- Vacant buildings are a potential hazard

NEEDED IMPROVEMENTS

- Development/Expansion of Crime Watch programs in area
- Better pedestrian street lighting
- Better lighting of residential streets and commercial parking areas
- Securing or removal of vacant structures
- More police visibility, and a better public interaction with the businessmen and neighborhoods in the corridor
- Private security for large parking areas - if lighting is poor or crime is a problem

5. APPEARANCE (LANDSCAPING, SIGNAGE, FACADES)

ASSETS

- Crown Hill Cemetery
- Fall Creek
- Historic Architecture, as well as good examples of modern architecture
- Frontage Property available for landscaping
- Unifying character to some areas in building type or design, (ie, Pennsylvania Street to west of College Avenue)

LIABILITIES

- Signage
 - a. Abandoned signs and sign apparatus in area
 - b. "Sign Clutter"
 - c. Lack of standardization or unified location
- Overhead wires detract from corridor streetscape
- Sidewalks/Public ways devoid of pedestrian amenities such as:
 - a. Street furniture
 - b. Pedestrian lighting
 - c. Landscaping of any type
- Poor facade improvements, lack of coordination
- Vacant/Deteriorating structures
- No unification along corridor regarding street medians, sidewalk widths

NEEDED IMPROVEMENTS

- Standards dealing with the number, type and size of signs along the corridor
- Removal of all abandoned signs
- Standardization of street sign locations--integration with traffic or street light poles
- Removal of overhead wires--service burial where feasible
- Landscaping, following a set of standards or a design to help buffer uses, as well as aesthetically improve the streetscape
- Creation of more pedestrian amenities, to include:
 - a. Widened sidewalks
 - b. Street furniture

- c. Intersection improvements
- d. Urban landscaping
- e. Pedestrian lighting (all following a unified design scheme)

- A concentrated facade/exterior rehabilitation program for businesses, and a continuing effort at residential paint-up/fix-up
- Landscaping of street medians and R.O.W.
- Removal or repair of vacant structures (see "commercial")
- Landscaping improvements
 - a. Frontage
 - b. Transitional yards
 - c. Street Furniture

SECTION FOUR

GOALS AND OBJECTIVES

Introduction

Section Four presents a detailed listing of goals for the revitalization of the 38th Street Corridor. The goals developed in this section are based on the same corridor components presented in Section Three.

Task Force members, neighborhood and business representatives, and planners worked together to arrive at a series of consensus statements about the future direction 38th Street should take. These statements, written as goals, were

based upon the research and information about the current state of the corridor. The goals were written for each component of the corridor as guides for improvement.

Objectives were then presented with each goal statement. These objectives are more tangible statements which express actions that can be taken to accomplish the related goal.

These goal and objective statements provide the basis for the urban design and action segments of the plan.

This particular section of the plan is pivotal. The research and analysis sections were used to develop "goals for the future." These goals and their related objectives will be used to recommend actions and programs to help bring about 38th Street revitalization.

The "assets and liabilities" listed previously serve as a guide in proposing specific goals and objectives for the renovation of the corridor. Needed improvements will be incorporated into both the objectives sought for the corridor, as well as the list of recommended projects.

1. COMMERCIAL

GOALS

- A. To increase the economic vitality of commercial areas by developing a basis for capital investment by both the public and private sectors, which encourages both new construction and renovation.
- B. To develop an improvement plan which will specifically address and work to improve the image and viability of the corridor. Programs would be developed to accomplish the following objectives:

OBJECTIVES

- Removal of vacant/deteriorating buildings for future redevelopment.
- Rehabilitation of existing, sound structures.
- Encourage/pursue new commercial tenants to fill vacant commercial space.
- Discourage residential conversions into commercial uses; assist/encourage the relocation of such commercial tenants into commercial structures in the corridor.
- Renovate existing structures, both facade/storefronts and more involved renovation; to enhance the physical and economic viability of the area.
- Develop design standards for facade renovation and new construction, so that renovation and new construction is compatible with existing commer-

- cial and area fabric.
- Better define commercial areas through zoning to maintain a separation of uses (see "Housing").
- Relocate non-commercial uses in commercial area to unify and strengthen existing businesses.
- Relocate non-commercial uses in commercial areas to unify and strengthen existing businesses.
- Redevelop streetscape and pedestrian/transportation elements to enhance commercial viability (see "Transportation" and "appearance").
- Work with police to provide enhanced security in public areas, encourage large commercial uses to assist with private security, if found necessary.
- Develop an enhanced, unified parking system for the 38th & Illinois Street and 38th & College Avenue commercial nodes (see "Transportation").

2. HOUSING

GOAL:

To maintain and enhance the quality housing stock in neighborhoods surrounding the corridor - with attention to their historic character and proper use.

OBJECTIVES:

- Refine the zoning districts of

the corridor to assist in the proper definition/separation of residential and commercial uses.

- Adopt a strong policy regarding the conversion or subdivision of housing units.
- Continue the paint-up, fix-up programs in the residential areas, encourage rental rehabilitation.
- Provide a more visible police presence in the residential areas.

3. TRANSPORTATION

GOAL:

To improve, establish and integrate pedestrian and vehicular transportation systems to better serve and complement the corridor.

OBJECTIVES:

- Remove duplicative, unnecessary curb-cuts onto 38th Street and major intersecting thoroughfares, providing better traffic flow and less pedestrian/vehicular access.
- Unify and better identify parking areas to better serve commercial uses, specifically at commercial nodes.
- Provide more parking (off-street) in areas where congestion currently exists.
- Improve sidewalks and curbs in the corridor to better serve

- pedestrian traffic, specifically in those areas which traditionally have enjoyed an active pedestrian usage.
- Maintain streets and alleys; resurface areas which show substantial deterioration.
 - Close alley access to 38th Street when other access exists and where not detrimental to residential areas.
 - Bicycle traffic needs to be encouraged and accommodated, as possible.
 - Provide bus shelters along the corridor and appropriate intersecting streets.

4. PUBLIC SAFETY

GOAL:

To develop a safe, secure environment, both physically and perceptually, that will foster the revitalization of the corridor for both its commercial and residential components.

OBJECTIVES:

- Maintain and ensure the continued presence of a fire station in the corridor area.
- Develop or expand Crime Watch programs throughout the corridor.
- Provide pedestrian street lighting.
- Secure or remove vacant structures; more actively involve the city's Unsafe Building

Office in this ongoing program.

- Encourage property owners (commercial) to provide lighting and/or security on their parking lots.
- More police visibility/patrols in the area.
- Develop regular meetings with the police department to collectively work on areas of concern between business people and neighborhood groups regarding corridor concerns.
- Encourage police to locate a roll-call station nearer to the corridor area than presently available.

5. APPEARANCE

GOAL:

To develop a unified image for the corridor as an urban commercial/residential thoroughfare; one which stresses aesthetic improvements, thoughtful urban design in renovation and new construction and more pedestrian-oriented environment.

OBJECTIVES:

- Develop a signage policy which would address the following concerns, and actively pursue its directives:
 - a. Abandoned Signs - removal
 - b. Size of signs, and their type - limitation
 - c. Standardization of sign

- location
- d. Number of signs -
Limitation
- Removal of overhead wires/
burial of service
 - Renovate older storefronts/-
facades with attention to
existing architecture, both
building specific and area-
wide. Develop design stan-
dards to accomplish this
 - Develop standards to guide
proper new construction in
corridor
 - Develop and implement an urban
design scheme which addresses
not only buildings, but the
overall streetscape, to
include:
 - a. Sidewalk/Intersection
design
 - b. Pedestrian/Decorative
lighting
 - c. Street furniture
 - d. Landscaping
 - e. Signage
 - f. Site redesign
 - g. Parking redesign
 - Implement a program to assist
property owners in proper land-
scaping of their lots. Pro-
vide technical and/or finan-
cial assistance to accomplish
this.
 - Remove or redevelop vacant
buildings for functional
uses. Redevelop vacant land
into uses which benefit the
corridor, yet are in agreement
with urban design/planning
goals addressed in the corri-

dor development plan/design
scheme.

6. PUBLIC/SEMI-PUBLIC FACILITIES

GOALS:

- A. To develop leisure activities
in open/green space areas
which benefit both the corri-
dor as a whole and neighbor-
hoods which surround it.
- B. Integrate public facilities'
improvements into the overall
corridor plan by both monitor-
ing development and working
with the facilities on ele-
ments of design/usage.

OBJECTIVES:

- Implement the master plan for
Tarkington Park
- Develop an "adopt-a-park" pro-
gram for Tarkington Park by
the surrounding merchants,
residents and neighborhood
organizations to insure its
maintenance and security
- Develop passive leisure activ-
ities in heavily-traveled
pedestrian areas
- Develop linkages to open
spaces along Fall Creek and
Crown Hill
- Closely monitor and work with
the State Fair Board in their
Fairgrounds expansion plans,
allowing for comments and sug-
gestions on both sides to
ensure the corridor and its

- tenants are best served
- Work to aid public/semi-public uses to upgrade their sites in accord with overall corridor designs

7. OVERALL NEIGHBORHOOD OBJECTIVES

- Reinforce and support the recommendations made in the following neighborhood plans:
 - a. Butler-Tarkington
(1970, 1985 update)
 - b. Crown Hill
(1969, 1981 update)
 - c. Mapleton-Fall Creek
(1969, 1983 update)
 - d. Meridian-Kessler
(1978)
- Encourage neighborhood involvement in the implementation of the development plan for the corridor
- Realize the goals noted in this plan, but of those segments of the neighborhood plans which deal with the corridor itself.

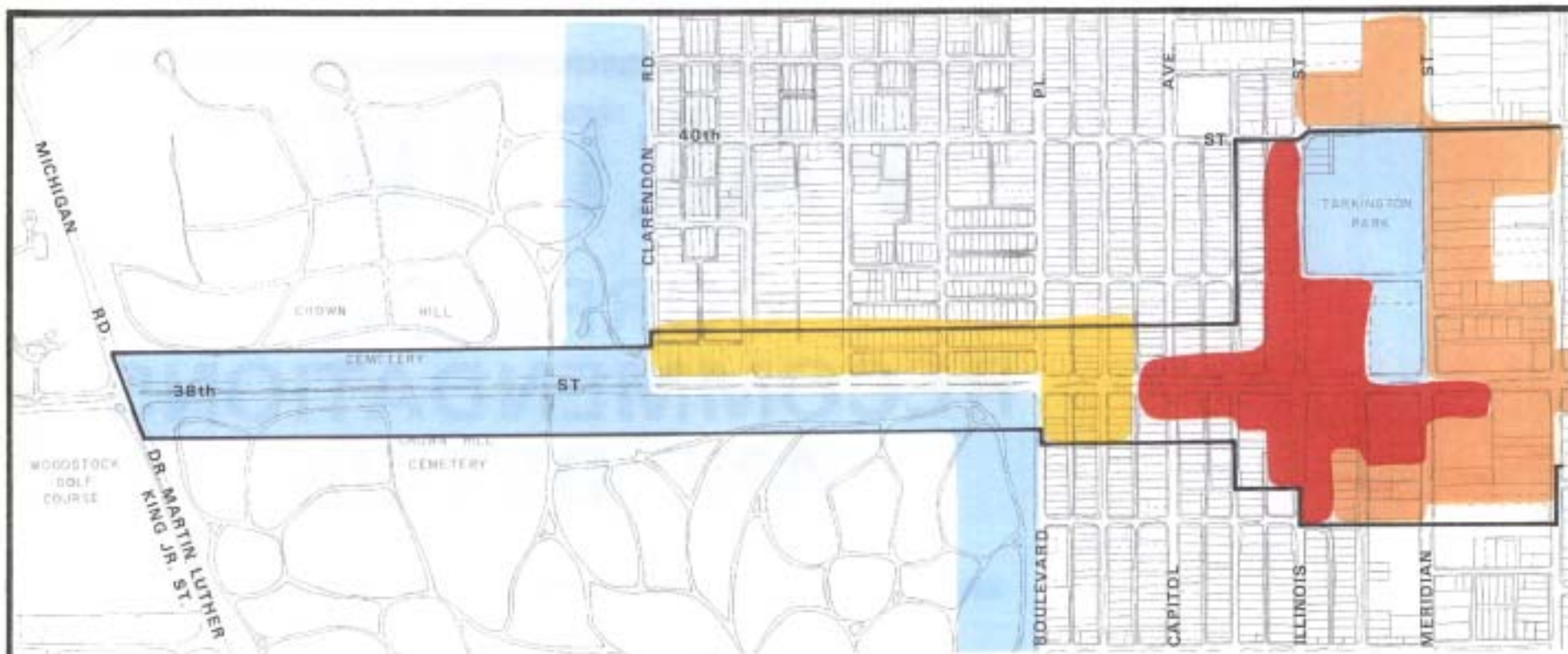
PART TWO

CORRIDOR RECOMMENDATIONS AND DESIGN

SECTION ONE
Overall Corridor Recommendations

SECTION TWO
Design Proposals

SECTION THREE
Zoning



38TH STREET CORRIDOR STUDY / MAP 12

EXISTING LAND USE CONCEPTUAL ANALYSIS

- SINGLE FAMILY
- MIXED OFFICE/RESIDENTIAL
- RETAIL
- INSTITUTIONAL
- PUBLIC/SEMI-PUBLIC



October, 1985

Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

The preparation of this map was financed in part
by a Community Development Block Grant

SECTION ONE

OVERALL CORRIDOR RECOMMENDATIONS

Introduction

Section One of Part Two details a list of sixteen corridor-wide recommendations which provide a general scheme for corridor improvement. These recommendations are based upon existing conditions, needed improvements and the stated goals and objectives of the plan itself. The section sketches the strategy used in developing the urban design scheme for the corridor. Physical and programmatic improvements are outlined.

The design proposals illustrated in this plan attempt to both address the present problems facing the 38th Street Corridor, and to guide the long-term development of the Corridor in a way that benefits merchants, residents, commuters and most importantly the city as a whole. The overall design illustrates potential improvements to those problems identified earlier in this report.

The general scheme for the Corridor recommends the following Corridor-wide developments: (See Map 12)

1. Clearly define and concentrate commercial uses along the Corridor to commercial nodes (38th & Illinois Streets), (38th Street and College Avenue), and to 38th Street, specifically east of Carrollton Avenue.
2. Discourage commercial encroachment into the surrounding residential areas by providing a division and buffering between these uses.
3. Removal of vacant/deteriorating buildings for redevelopment as well as the relocation/removal of certain non-conforming structures.
4. New construction of both apartments and commercial structures. The construction of apartments would not only act as a buffer to surrounding residential areas, but act to increase the population which would utilize the commercial facilities of the Corridor. Commercial structures would provide space for new or expanded services and would create conforming uses, as opposed to the present practice of residential conversions.
5. Develop more off-street parking for existing and proposed uses along the Corridor. By properly developing new apart-

ment or commercial sites, parking needs can be properly worked into these new sites, yet not significantly disturb surrounding uses or traffic flow. In the existing older commercial areas, a redesigning and unification of existing lots can increase the parking availability for these areas. In some cases, new parking lots are provided specifically to serve those commercial areas.

6. Limit access points onto 38th Street to provide for better traffic flow and less vehicular conflicts. Unnecessary or underutilized curb cuts would be removed to provide a more coherent streetscape and

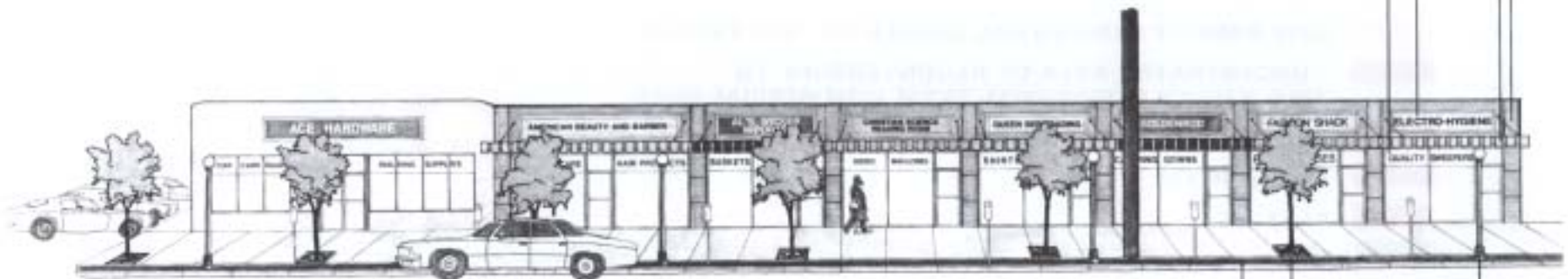
fewer points of access. Alley and street access also would be eliminated whenever feasible.

7. Widen and improve sidewalks along the Corridor to facilitate pedestrian mobility and safety, as well as visually enhance the Corridor.
8. Create landscaping treatments along the Corridor, with specific concentration in the commercial areas of 38th Street and Illinois Street/College Avenue. Proper landscaping, following adopted guidelines, would enhance the aesthetic appearance of the Corridor, and improve property values.

TYPICAL RECOMMENDATIONS

PAINT REMOVED FROM BUILDING
AWNING FRINGE ON METAL CANOPY
SIGN WITHIN EXISTING BRICK PANELS
WINDOW SIGN LIMITED TO TRANSOM AREA

FOUR FEET BRICK STRIP
TREE WITH TREE GRATE
PEDESTRIAN LIGHT



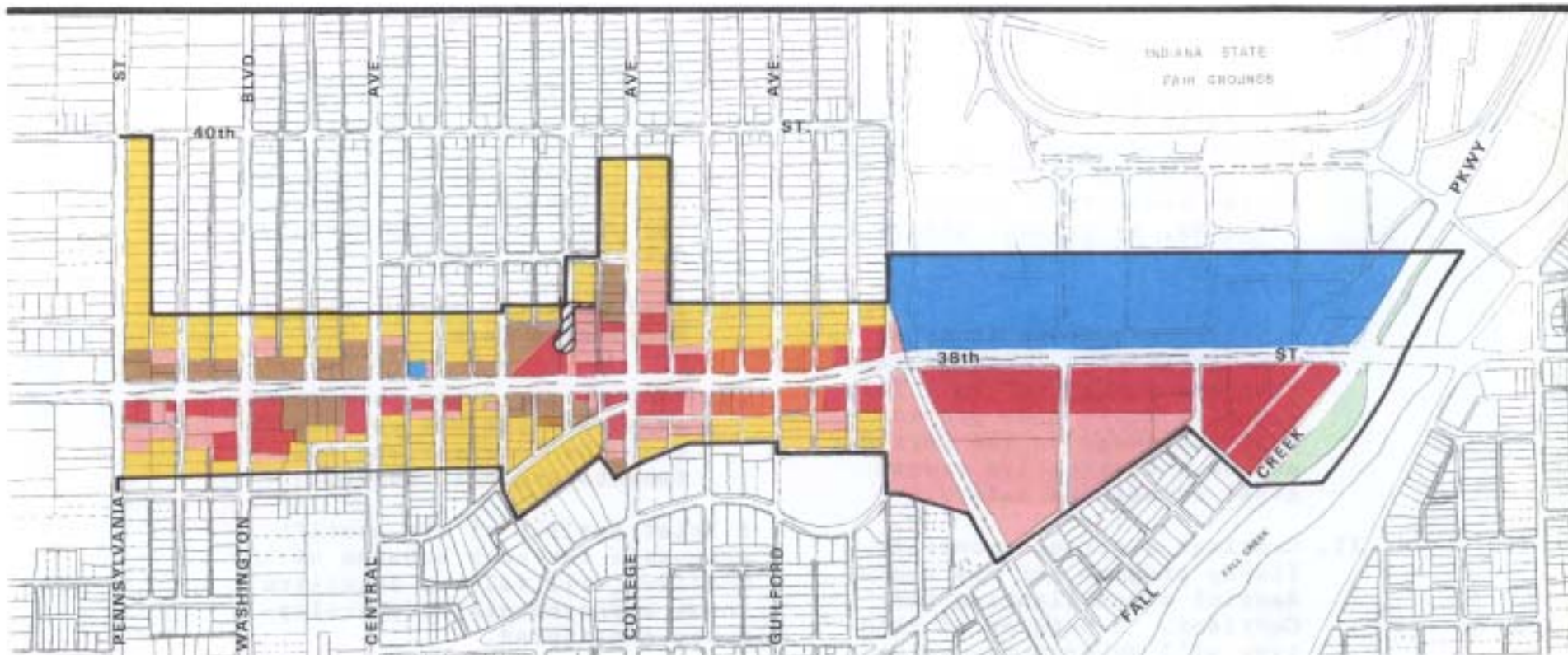
**PROPOSED RENOVATION
3800 BLOCK NORTH ILLINOIS STREET**



38TH STREET CORRIDOR STUDY / MAP 13

LAND USE PLAN

- LOW DENSITY RESIDENTIAL (SINGLE OR TWO-FAMILY)
- CONCENTRATED AREA OF RECONVERSION TO TWO-FAMILY RESIDENTIAL FROM COMMERCIAL USES.
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PARKING
- PARK
- PUBLIC/SEMI-PUBLIC
- NEW STREET CONSTRUCTION



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9. Develop design standards for the renovation of existing buildings and the construction of new structures. Such standards would provide specific guidelines for items such as facade renovation, height, setbacks, materials, window openings and transitional yards.
10. Provide pedestrian lighting in the Corridor to increase security and public safety. This lighting would also provide a unifying image to the Corridor and be a distinctive visual asset as well as safety.
11. Continue a strong paint-up/-fix-up program for the residential areas flanking the Corridor. A program of this type will enhance the values of area properties and provide a stabilizing influence on the area.
12. Develop a series of standards for street signage, both commercial and traffic--which attempts to unify heights, placements, and size of signs as well as their type and number.
13. Increase police visibility and their interaction with the Corridor businesses and neighborhoods.
14. Redefine the zoning districts

of the Corridor to assist in the proper definition/ separation of residential and commercial uses. In addition, rezone areas so that proper development can be encouraged along the Corridor following the plan, and inappropriate uses discouraged.

15. Implement the master plan for Tarkington Park.
16. Monitor the State Fairgrounds expansion project and ensure that the Corridor and its tenants are best served.

A brief outline of the specific proposals for each subarea of the Corridor will follow, detailing those improvements and developments considered.

SECTION TWO

DESIGN PROPOSALS

Introduction

Section Two explains the urban design proposal for the corridor. Each of the five corridor subareas are covered by both detailed text and accompanying map. The design proposals are explained both in

terms of the specific improvement itself and how that improvement fits into both the subarea and corridor itself. The interrelationship of improvements is stressed, showing how they can support one another. Finally, this section relates goals and recommendations to physical design.

1. Subarea One (Dr. Martin Luther King Street to Graceland Avenue)

This subarea of the corridor is unique, in that it is flanked by Crown Hill Cemetery for much of its length. Proposals for this area work to maintain and enhance the open, greenspace of the cemetery and solidify the residential nature of the area between Clarendon Road and Graceland Avenue. (See Map 14)

Median Improvements - The medians along this stretch of the corridor should be upgraded with an urban landscape treatment of paving bricks and ground cover, on other suitable surfaces, providing a unifying visual enhancement of the area.

Sidewalks - Sidewalks between Dr. Martin Luther King Street and Clarendon Road should be repaired and widened on at least the northern right-of-way area, where the present walks are in poor condition and inadequate.

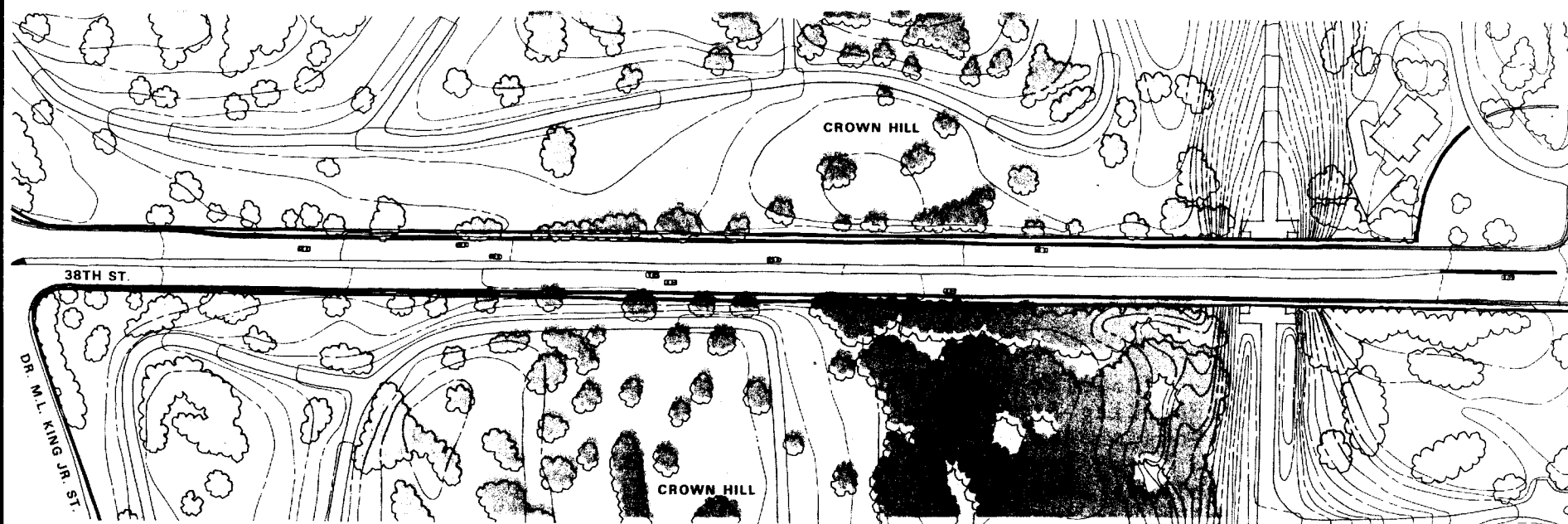
Between Clarendon Road and Graceland Avenue, sidewalks should be replaced where needed and widened, especially on the north side of 38th Street.

Housing - The single-family character of the north side of 38th Street between Clarendon Road and Boulevard Place should be encouraged through preventative maintenance on homes fronting 38th Street. Infill structures would replace vacant lots with dwelling units of a slightly higher density, (duplex or possibly fourplex). Between Boulevard Place and Graceland, medium-density apartment buildings would act as a buffer between the neighborhood residential uses and 38th Street. Adequate, landscaped off-street parking would be provided to service the new buildings --with all access to the lots off of 38th Street itself.

2. Subarea Two (Graceland Avenue to Pennsylvania Street)

The long-term development plan for the area would create an intersection "commercial node" at 38th Street and Capitol Avenue, which would serve the needs of commuters. Other commercial uses would be unified into a shopping area centered at 38th and Illinois Street, as well as commercial on

38TH STREET CORRIDOR STUDY / MAP 14



ILLUSTRATIVE PLAN

PUBLIC/SEMI-PUBLIC

EXISTING

RESIDENTIAL

PROPOSED

OTHER DESIGN FEATURES

LANDSCAPED AREA

TREES

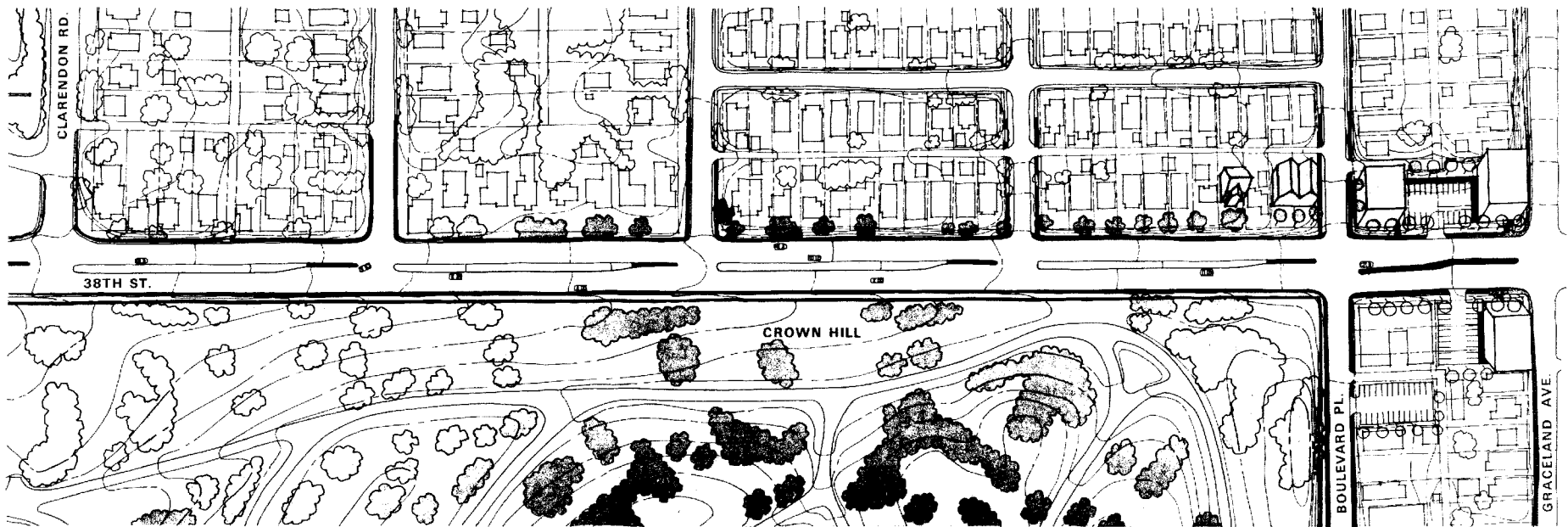
BRICK PAVING

SIDEWALKS

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the SW and SE corners of 38th and Meridian Streets. Mid-rise apartment uses along 38th Street west of Illinois Street would serve as not only a buffer for bordering residential uses, but act to increase the local population for the commercial uses. (See Map 15)

Medians - The urban landscaping begun at Dr. Martin Luther King Avenue would be continued through this subarea.

Sidewalks - Sidewalks would be widened and unified in width along 38th Street to better accommodate the more pedestrian nature of the area, specifically in the area between Illinois and Meridian Streets. Urban landscaping would enhance these improved walkways.

Lighting - Pedestrian lighting would be included in the area. The lighting would provide for increased security in the area, as well as provide a unifying "image" for the area.

Streetscape/Landscaping - The intersection of 38th and Illinois Streets would be designed as an "entrance" or focal point for this commercial node. Street furniture such as benches, planters and trash receptacles would create a more pedestrian-oriented atmosphere. Similar treatments along Illinois Street, both north and south, as well as at the intersection of Meridian and 38th Streets,

would begin to unify the area.

Parking - Parking will be increased and unified in this area to serve not only the commercial activity, but also the proposed apartments. Parking areas, properly buffered and landscaped, would accompany each new apartment building. Access to these facilities would occur on the north-south access streets, improving traffic flow along 38th Street itself while not negatively impacting the surrounding neighborhoods.

Two parking areas, on the northeast and southeast corners of 38th Street and Kenwood Avenue would serve the Illinois Street commercial node. In addition, a redesigning of the parking areas between Illinois and Meridian Streets along and near 38th Street would provide the area both more abundant and more efficient parking.

Housing/Commercial - Three to four story apartments would be built along 38th Street between Grace-land and Kenwood Avenues. These buildings would match existing building setbacks and follow adopted design standards. The buildings would help increase the local population base for commercial uses and help provide a transition between busy thoroughfare and residential areas.

Commercial uses would be enhanced

and unified in two specific locations: 38th and Illinois Streets and 38th Street and Capitol Avenue.

38th Street and Capitol Avenue would become a commuter commercial intersection. Existing service stations would be improved and redesigned to better accommodate commuter traffic. Proper buffering and signage treatments would ensure that bordering uses are not detrimentally impacted.

38th Street and Illinois Street Commercial Area

The long-term design for the commercial area incorporates renovation as well as new construction. The proposal attempts to strengthen and concentrate commercial activity while providing a pedestrian-oriented shopping area. Older commercial structures in the 3800 block of Illinois Street would be renovated in keeping with adopted design standards, with a desire to maintain the architecture of the area. Deteriorated and non-contributing buildings should be removed and replaced by either parking areas or new commercial uses. New commercial facilities at the northeast corner of 38th and Illinois Streets and southwest corner of 38th and Meridian Streets illustrate the idea of not only unifying the streetscape, but providing the opportunity for new commercial activity

in the area. The design proposal also looks at a long-term design option for the commercial strip north of 39th Street and Illinois Street. Building redesign and parking unification and relocation would provide a center that would not only function better in regards to transportation/access, but would also better fit the urban area in which it is situated.

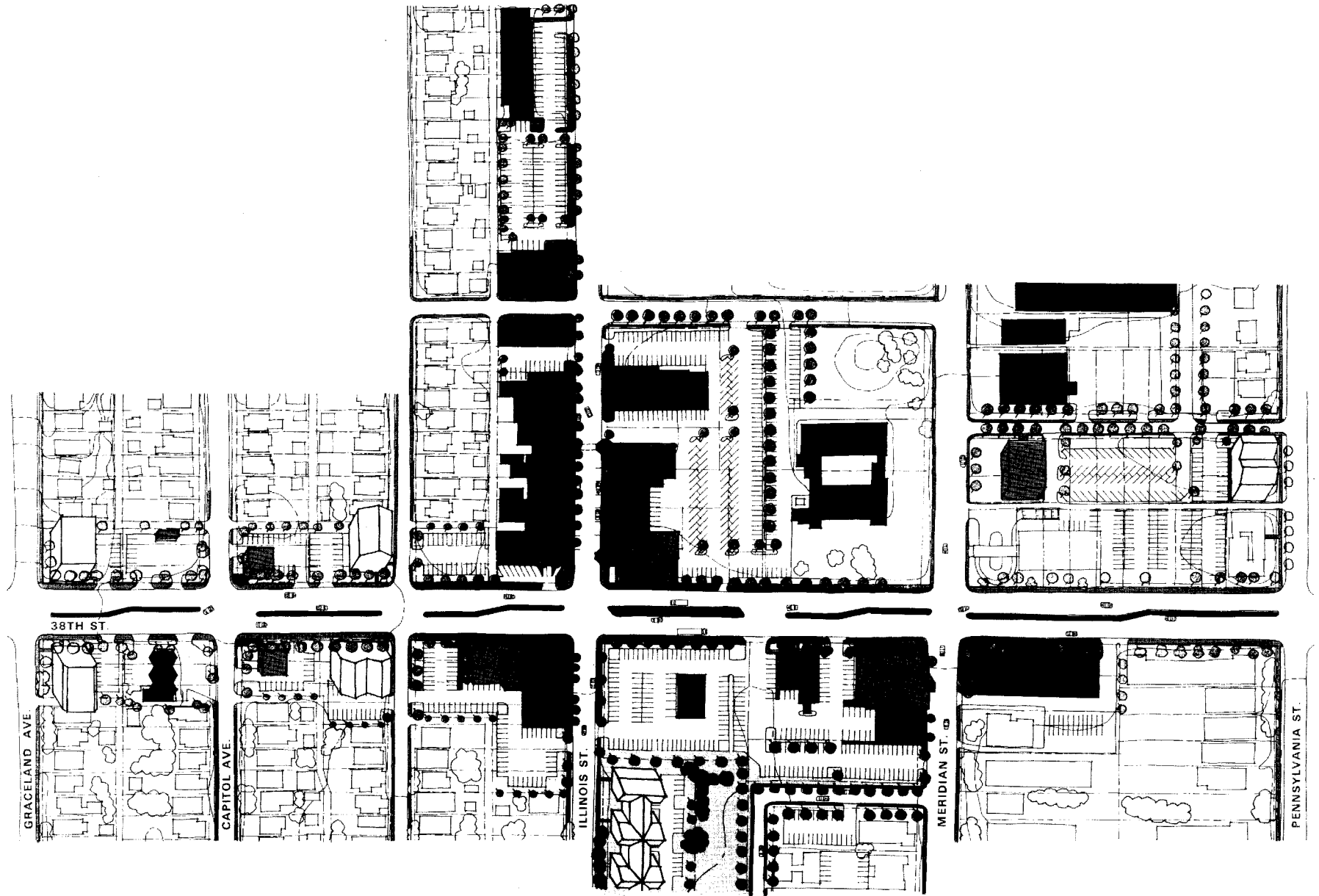
Transportation/Access

The elimination of access points on 38th Street in this subarea is a major focus of the design.

Those north-south alleys which did not serve a primary function on 38th Street should be removed (cul-de-saced) in order to relieve traffic congestion, and better separate apartment/commercial uses on 38th Street from surrounding residential property. Major access points to 38th Street from frontage properties would be either in a shared single mid-block curb cut or single access point from the intersecting north-south streets. Corner properties would be allowed two curb cuts (one per frontage).









Salem Avenue, a residential street whose northern terminate is 38th Street would be vacated north of 37th Street. The street would be cul-de-saced on the northern end, where an apartment development

38TH STREET CORRIDOR STUDY / MAP 15



ILLUSTRATIVE PLAN

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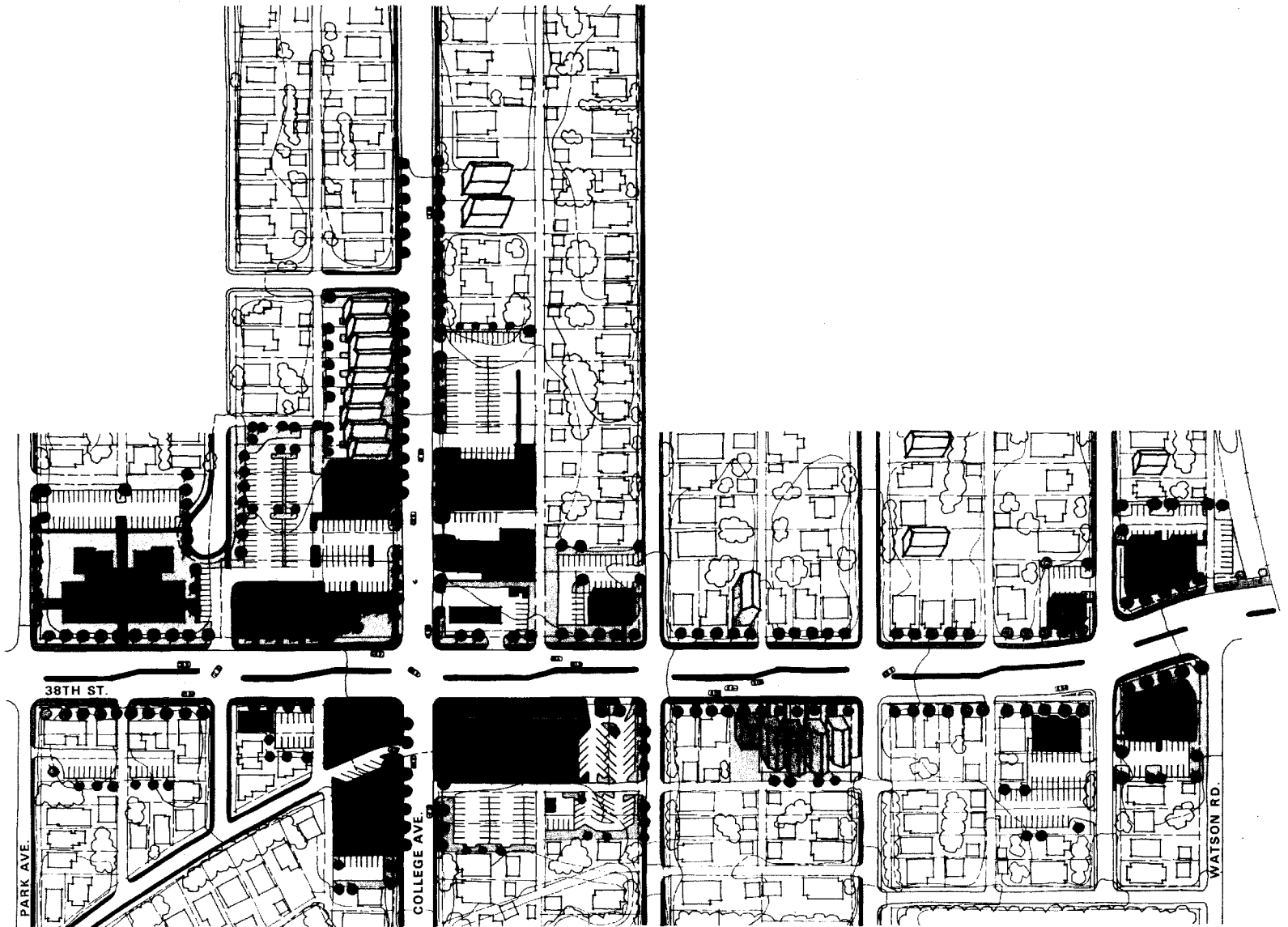
COMMERCIAL		OTHER DESIGN FEATURES	
	EXISTING		LANDSCAPED AREA
	PROPOSED		TREES
PUBLIC/SEMI-PUBLIC			BRICK PAVING
	EXISTING		SIDEWALKS
RESIDENTIAL			
	PROPOSED		



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38TH STREET CORRIDOR STUDY / MAP 16



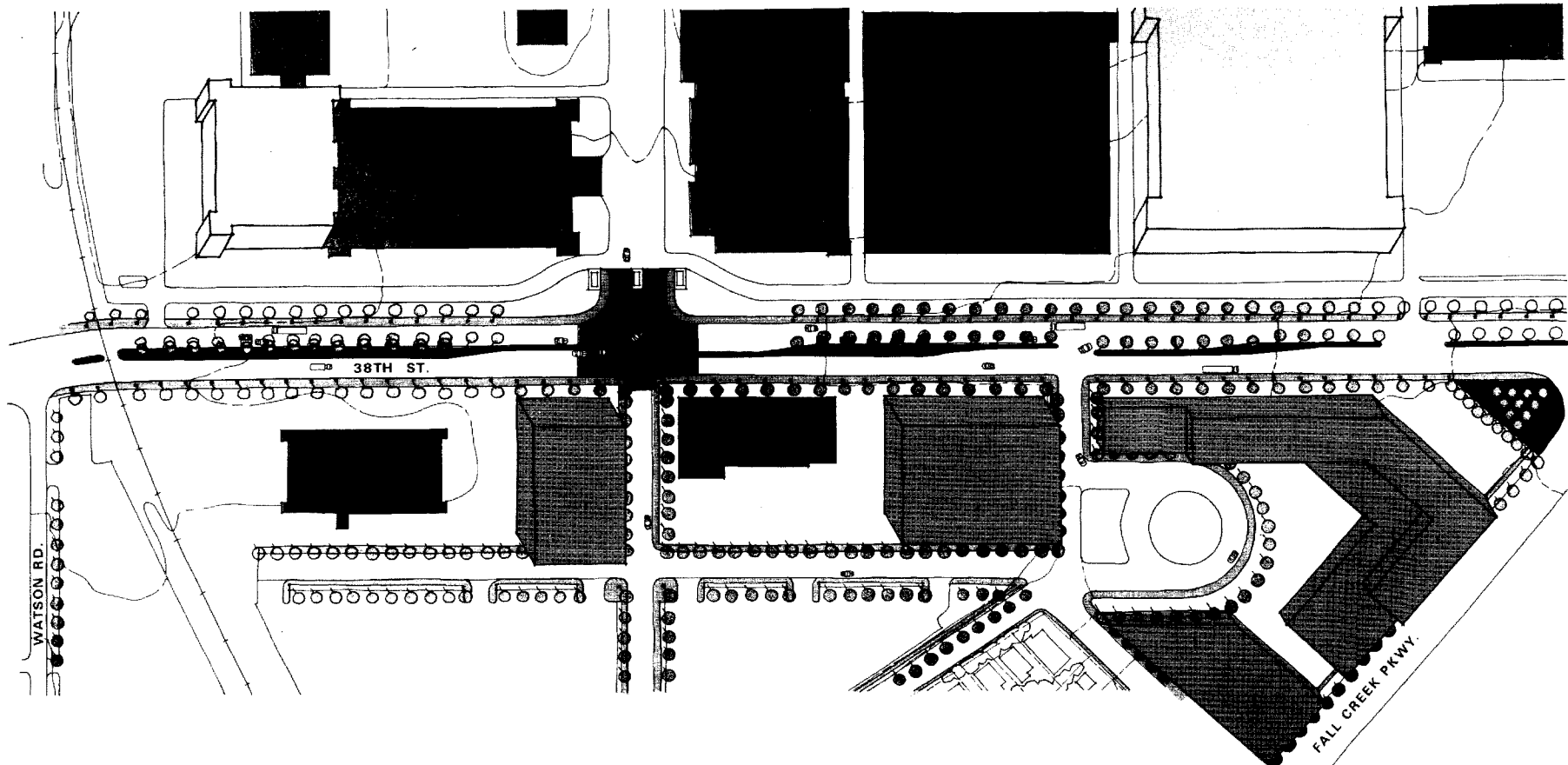
ILLUSTRATIVE PLAN

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COMMERCIAL		OTHER DESIGN FEATURES	
	EXISTING		LANDSCAPED AREA
	PROPOSED		TREES
PUBLIC/SEMI-PUBLIC			BRICK PAVING
	EXISTING		SIDEWALKS
	PROPOSED		
RESIDENTIAL			
	PROPOSED		



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 by a Community Development Block Grant



would surround the cul-de-sac. From 38th Street, the road then would act as an access point to a shared parking area for surrounding merchants. This proposal would again eliminate some access problems, separate commercial from residential uses, and provide for new residential construction in the area.

3. Subarea Three (Pennsylvania Street to Broadway)

The design proposals for the subarea work to enhance the apartment/office usage of the area in such a way that maintains the architectural integrity and streetscape of the area. The long-term development of the subarea features an enhancement of existing fine apartments, and a sympathetic infill of office/apartments similar to that presently found in the 3600-3800 blocks of North Meridian Streets. (See Map 15)

The many fine older apartment and commercial structures create a unique streetscape which the plan works to maintain. Renovation and preventative maintenance of these structures is a major concern. Infill or replacement apartment/commercial structures are limited to the block of 38th Street between Pennsylvania and Delaware

Streets and also at 38th and Ruckle Streets. Such structures would follow design standards to ensure that the architectural character of the area is not altered. The other main element of the design in this subarea is overall aesthetic improvement, through landscaping of 38th Street itself. The urban landscaping and upgrading of 38th Street medians continues through this area, as do needed sidewalk repair and widening to aid both the visual impact of the area and the pedestrian use of the corridor. Street trees, planted on private property to ensure their proper growth and to get the most benefit of the widened sidewalks, would create a canopy of trees which would accent the streetscape and provide shade along the corridor.

Parking lots are provided on site for those new structures proposed in this area. These lots would be properly screened and landscaped, with access points limited as much as possible onto 38th Street. Existing parking areas are proposed to be improved and upgraded in several locations. The major improvements attempt to unify adjacent lots in order to create a more efficient parking area. Access to 38th Street is reduced whenever possible to aid traffic and pedestrian flow. In the block between Central Avenue and Ruckle Street on 38th Street, the alley south of the proposed commercial

development would be cul-de-saced similar to those west of Illinois Street. This vacation would help separate residential from commercial uses and provide for a more efficient parking area.

Residential uses would continue to be maintained and used as such. Paint-up-/fix-up programs would be strengthened to encourage maintenance of these large, older homes. Along Washington Boulevard, the current homes that have been converted to offices would remain, yet future conversions would be discouraged. In certain cases, commercial uses would be removed from inappropriate home conversions and assisted in a relocation to a commercial structure in the corridor. Those houses would then be reconverted back to duplex or lower-density multi-family use. Through both zoning regulations and design standards, commercial use would be strongly discouraged in areas off 38th Street proper. Improvements to the existing fire station would provide a large site with more parking. The existing commercial use on the corner of Ruckle and 38th Streets would be relocated to a commercial site nearby.

4. Subarea Four (Broadway to the Seaboard Railroad)

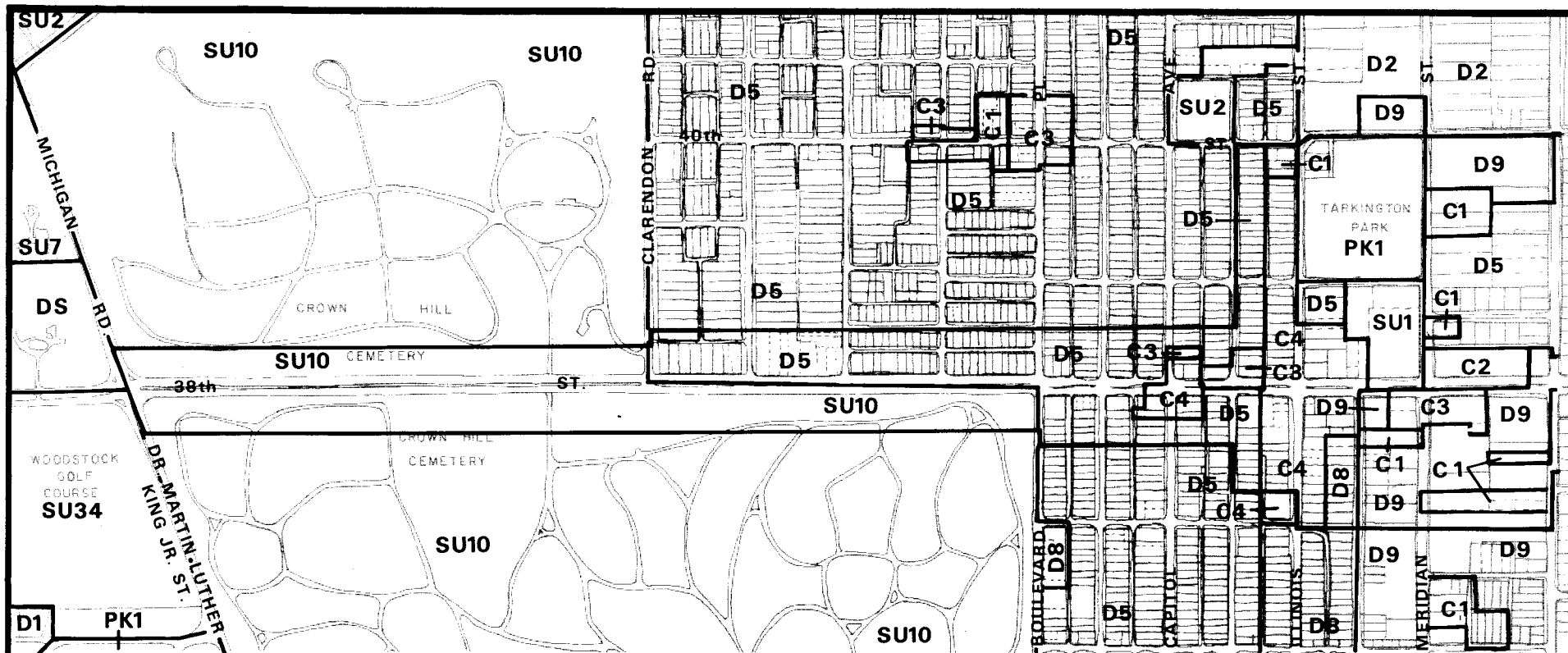
This subarea contains a high con-

centration of multi-family residential units in structures dating from the 1920's and 1930's. The area has a distinctly urban residential character. The subarea also features fine architecture in both the older commercial and residential structures. The design proposals for this subarea work to fill in vacant parcels along 38th Street with both office and apartment buildings serving to solidify the streetscape, yet be compatible in design with their older neighbors.

Medians - The urban landscaping of the medians would continue throughout this subarea. (See Map 15)

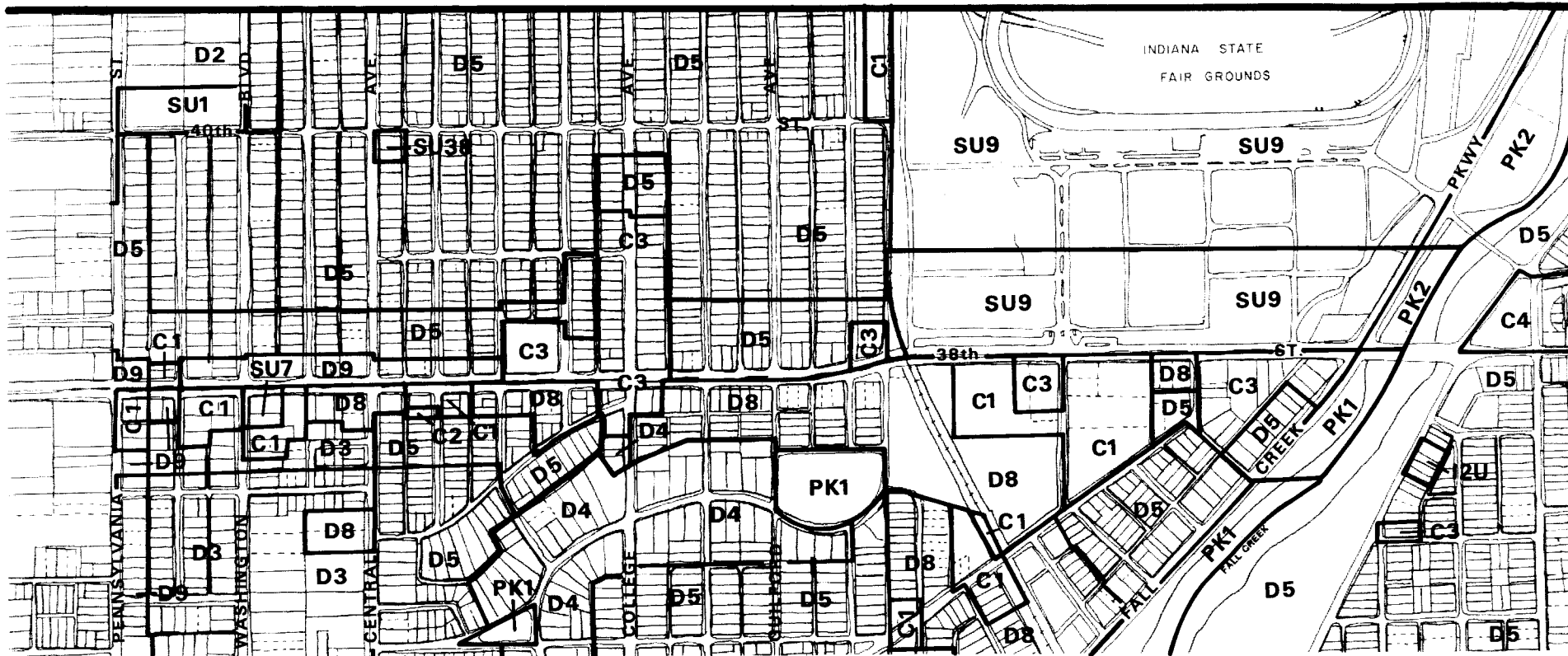
Landscaping/Infrastructure - Street trees would be planted on both sides of 38th Street to visually enhance the area, soften the streetscape and provide shade. Sidewalks would be widened and unified to better accommodate pedestrians.

Housing - Existing apartments would be encouraged to renovate both their buildings and yards. New apartments would be built at Delaware Street and 38th Street as well as the adaptive reuse of the former School #66 building into residential and some commercial use. Housing conversions into offices would be strongly discouraged, and existing commercial uses in residential structures would be relocated over time to more com-



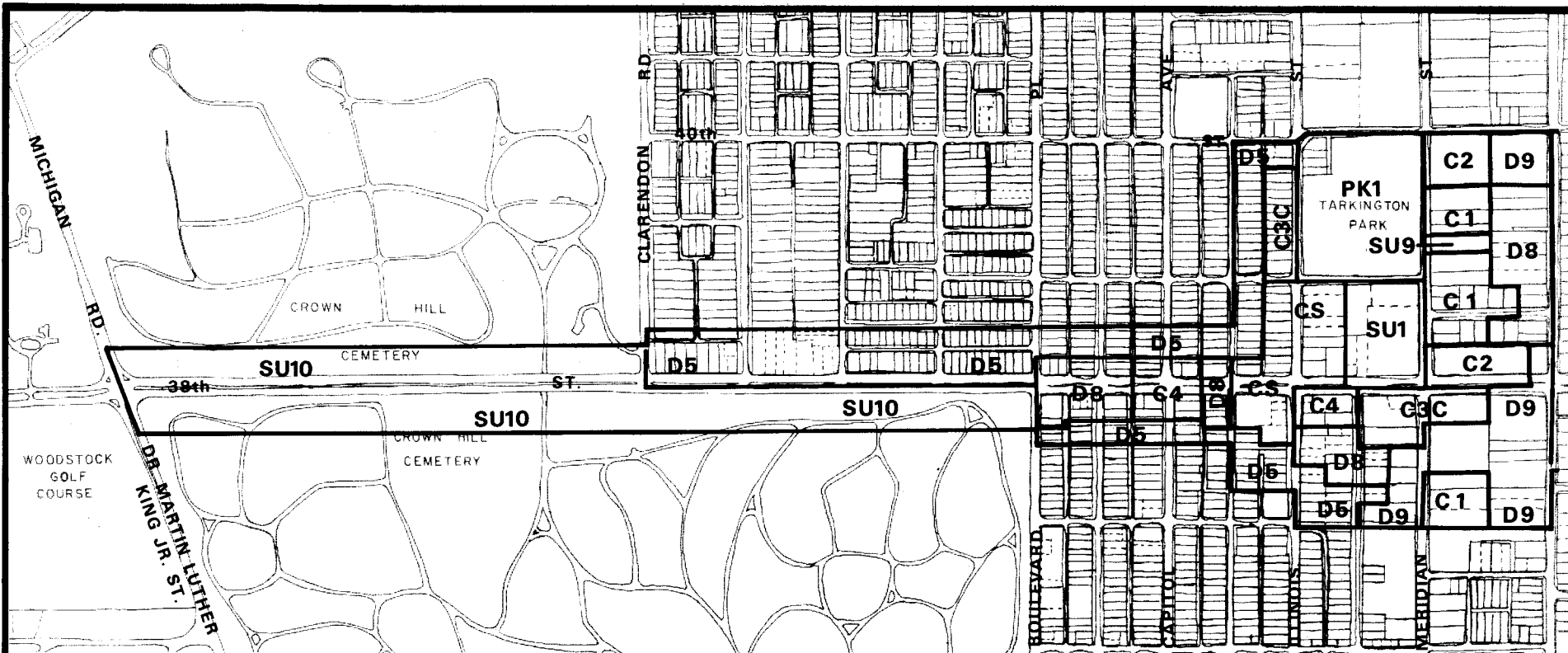
38 TH STREET CORRIDOR STUDY / MAP 17

EXISTING ZONING



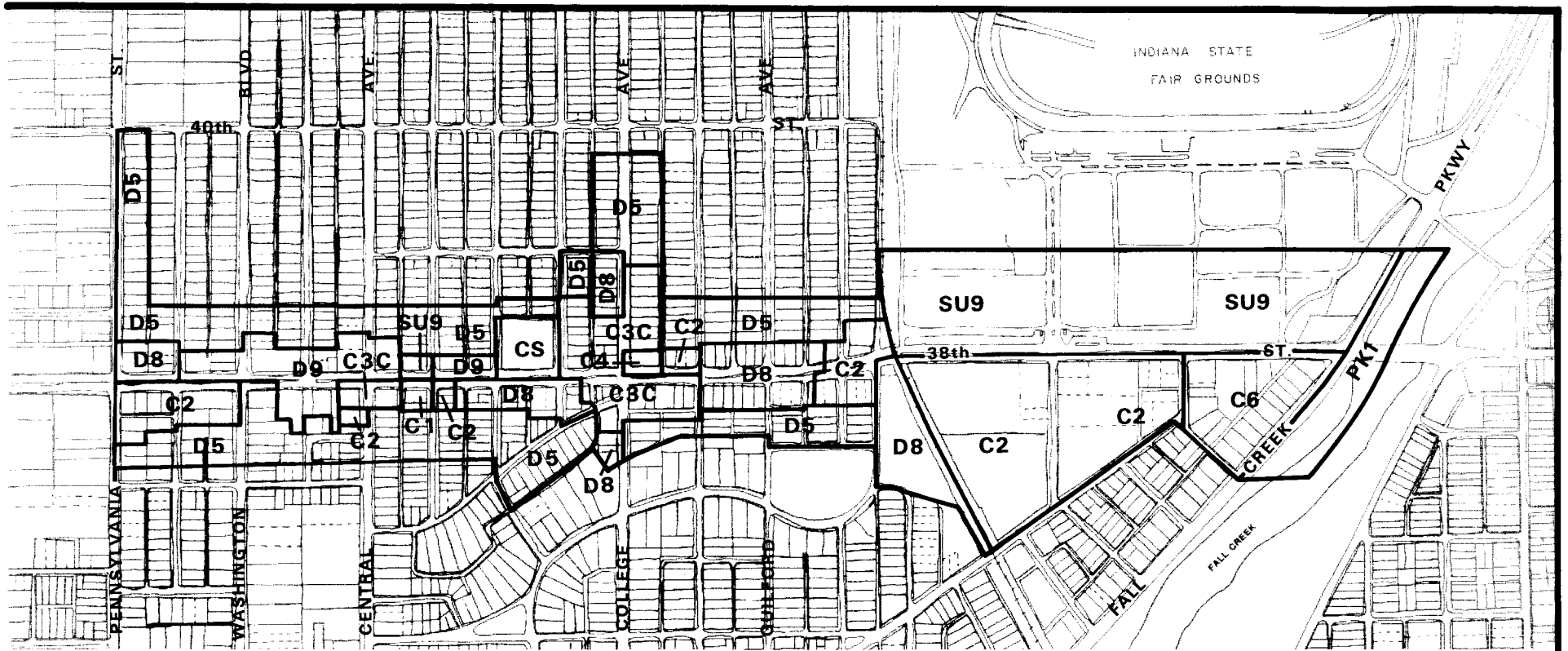
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38 TH STREET CORRIDOR STUDY / MAP 18

PROPOSED ZONING



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patible commercial structures, specifically on Pennsylvania Street and Washington Boulevard. New office commercial buildings on Pennsylvania Street and Ruckle Street would blend into the surrounding streetscape in design, setback, and general height. Commercial uses would also be planned for the lower floor of the School #66 building in the form of professional offices.

Access/Parking/Transportation - Unnecessary or obsolete curb cuts would be removed, and access points would be consolidated. Parking lots would be provided for each new building proposed. These lots would not encroach into the surrounding neighborhood, and would be properly screened and buffered from surrounding uses. Existing lots would, where possible, be unified and upgraded in order to provide better traffic flow. The fire station would be given more parking by the removal of the current commercial use.

Broadway Avenue would be cul-de-saced in order to facilitate parking and access for the School #66 and Hooks/AFNB commercial project. Alley access would be redesigned to better facilitate trash pick-up in those bordering residential areas.

5. Subarea Five (The Seaboard Railroad to Fall Creek)

The design for this final subarea incorporates the long-term expansion-improvement plans for the Indiana State Fair Complex proposed for not only the current State Fair site, but the 38th Street campus of IUPUI and the overall enhancement of 38th Street. (See Map 16)

The removal/concentration of access points, street treatment, including extensive landscaping and the redesign of State Fair parking will considerably improve the appearance and functioning of the 38th Street corridor in this subarea. The expansion project should be monitored carefully, to ensure that those aspects of this corridor plan are addressed and coordinated with the projects proposed in the State Fair Master Plan. Particular areas which should be addressed include the new western parking facility, as well as those developmental pressures such as a large-scale development may have on 38th Street west or east of the Fairgrounds ("spinoff"). The design proposals for subarea four address the western spinoff, while a proposed

38th Street Phase II Corridor
Study should address the potential
easterly affects.

SECTION THREE

ZONING

Introduction

In planning for the 38th Street Corridor, not only must physical and land use issues be analyzed, but those forces which may influence development must also be considered. Zoning is a critical aspect of 38th Street revitalization, as the proper zoning of an area, when correlated with a coherent land use plan and set of design standards, can properly direct growth, enhancing the potential for developments which not only blend with surrounding uses, but follow a strategy of coherent growth sympathetic to developer and neighborhood alike.

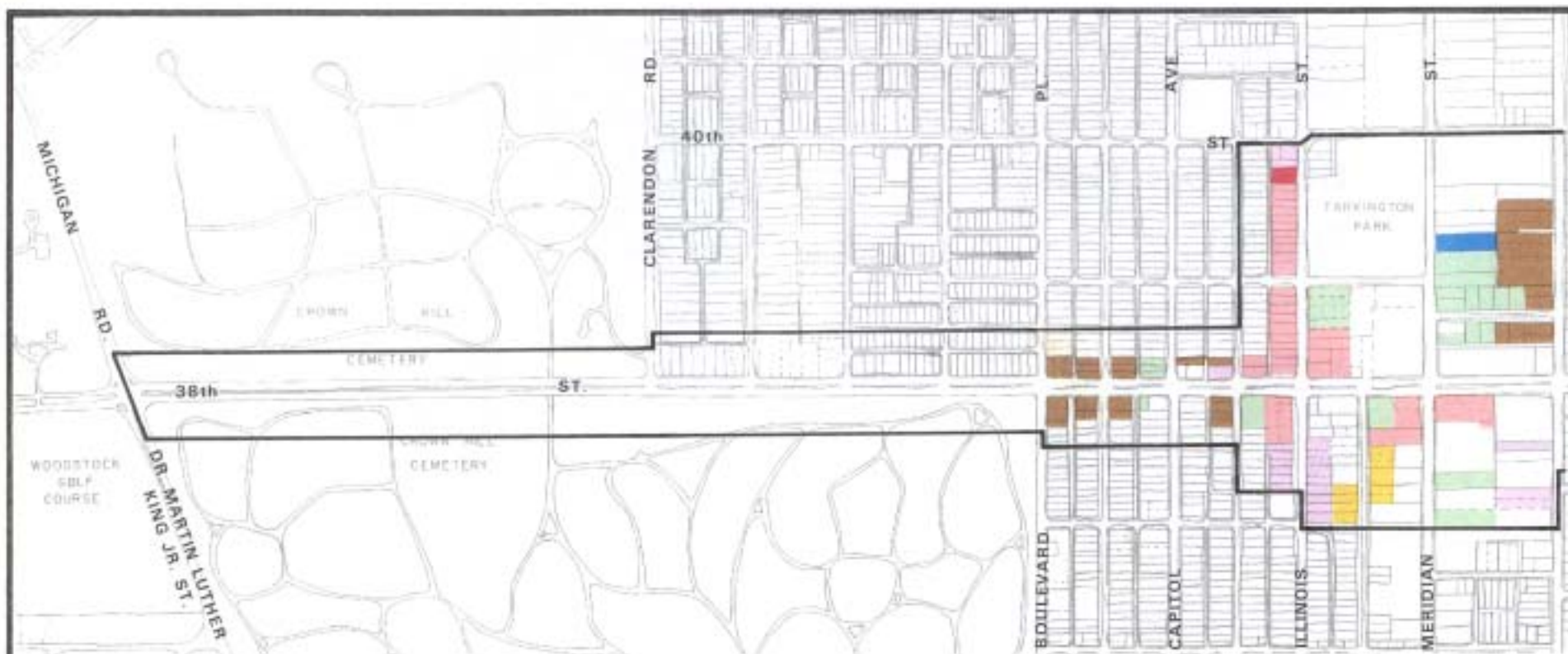
The following section of the plan details existing zoning in the corridor, focusing on those areas where current classifications conflict with current use. The proposed land use plan targets those areas where a zoning change would not only assist plan implementation, but would aid in the proper development of the corridor. A zoning plan then presents a set of recommendations which feature zon-

ing properly fitted to proposed land use. Proper zoning would facilitate proper land use, while discouraging those uses not in keeping with the plan. Present zoning/land use inequities would also be eliminated. It must be noted that the recommendations of the zoning plan will be pursued only where a use that fits the overall plan exists. Rezonings will not be done in a "blanket fashion." Recommended rezonings listed at the end of this section are the only ones which should be pursued initially. The listed properties exhibit current inadequacies which need to be addressed. Future developments in the corridor should use the zoning plan as a basis for any zoning decisions.

1. EXISTING ZONING

Currently there are 13 different zoning classifications within the corridor; they are as follows:

1. Dwelling Districts -
D3, D4, D5, D8, D9
2. Commercial Districts -
C1-(office-Buffer District),
C2-(High-Density Office/
Apartment District),
C3-(Neighborhood Commercial
District),
C4-(Community-Regional
Commercial District)



38 TH STREET CORRIDOR STUDY /MAP 19

PROPOSED ZONING CHANGES

RESIDENTIAL ZONING

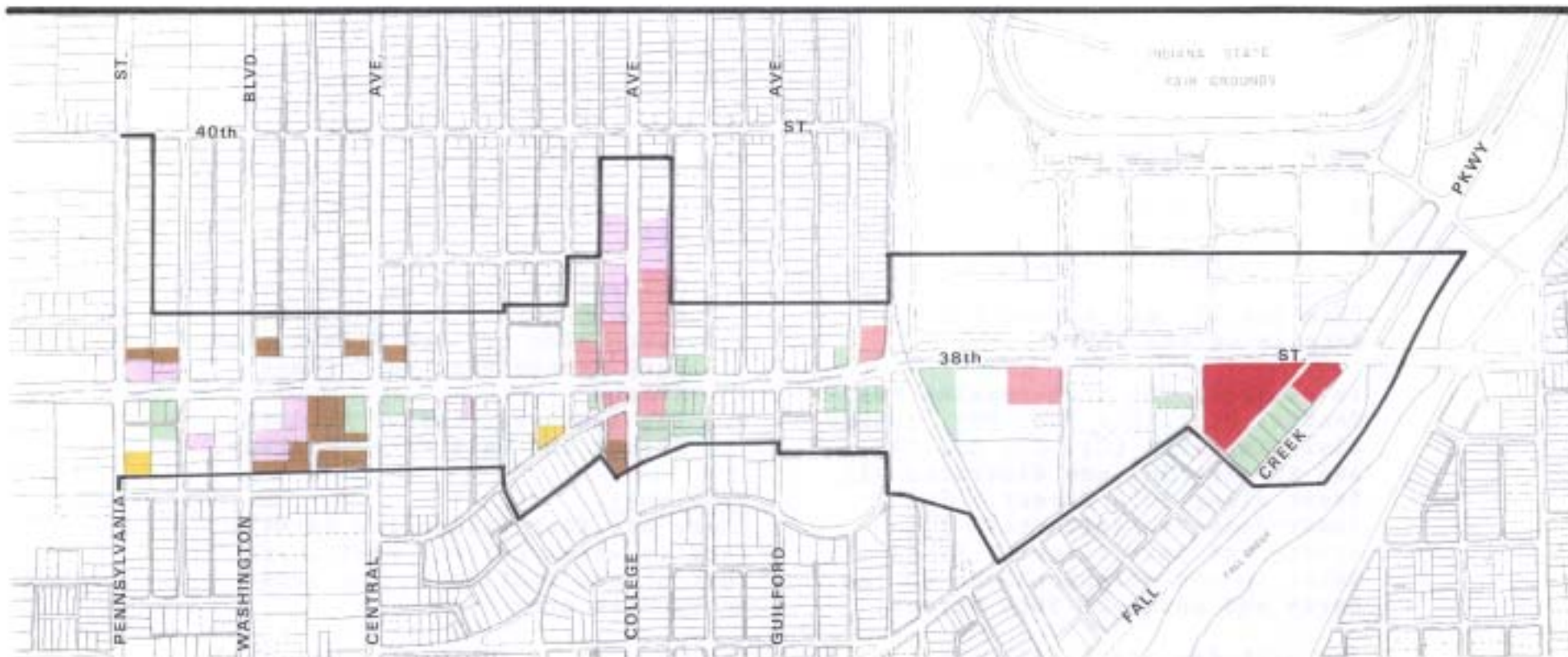
- CLASSIFICATION INCREASE
- CLASSIFICATION DECREASE

COMMERCIAL ZONING

- CLASSIFICATION INCREASE
- CLASSIFICATION DECREASE

CHANGE FROM

- RESIDENTIAL TO COMMERCIAL ZONING
- COMMERCIAL TO RESIDENTIAL ZONING
- RESIDENTIAL TO SPECIAL USE ZONING



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3. Special Use Districts -
 SU1-(Churches),
 SU7-(Charitable and
 Philanthropic Institutions),
 SU9-(Municipal),
 SU10-(Cemeteries)
4. Park Districts -
 PK1-(Park District One),
 PK2-(Park District Two)

(See Map 17, and Appendix H for details on the above).

In general, the high-density residential districts (D8, D9), commercial districts (C1, C2, C3, C4), and the special use districts all front along 38th Street. The lower-density residential districts and park district lands exist in the neighborhoods to the north and south of 38th Street.

The high-density (apartment) districts D8 and D9 are concentrated in three areas:

1. South of 38th Street between Illinois and Pennsylvania Streets.
2. Along both sides of 38th Street from Pennsylvania Street to College Avenue.
3. Along the south side of 38th Street from Carrollton Street to the former Monon Railroad.

The highest density commercial zoning (C4) in the corridor is found along Illinois Street from 3700 north to approximately 3960 north and includes all four corners of

the 38th and Illinois Streets intersection. The intersection of 38th Street and Capitol Avenue on all corners save the northwest is also zoned C4.

Two concentrated areas of C3 zoning are:

1. College Avenue from 3700 north to 3950 north, including the north side of 38th Street from Park Avenue east to College Avenue
2. The southwest corner of 38th Street and Fall Creek Parkway.

Problems:

There are four categories identified in which current zoning and current use conflict. The broad categories are:

- | | |
|-------------|---|
| Category 1. | Long-term commercial development on residentially zoned land |
| Category 2. | Residential properties on land zoned "commercial" |
| Category 3. | Too-high of a commercial zoning, permitting too wide a range of uses |
| Category 4. | Too liberal a use of variances, specifically along 38th Street east of Carrollton Avenue. |

Each of these categories have contributed to chaotic development along the corridor. Existing com-

patible commercial developments are hampered by inappropriate zoning (i.e., residential) or hindered by improper surrounding uses caused by too liberal a zoning. Residential uses are being encroached upon by commercial zoning, causing housing deterioration. The four categories are briefly detailed in the following section, citing examples of specific problems.

Category 1.

There are several areas where long-term commercial uses currently exist on residentially zoned land. This situation causes a great deal of problems, in that a variance must be obtained for practically any alteration the facility wishes to pursue. Three specific cases illustrate the point: 1. Lowell's Discount Foods, 3839 N. Illinois operates in a 45-year old commercial building, yet its zoning is D5 residential. 2. Several offices on the east side of north Meridian Street north of 38th Street exist on land zoned D-5. 3. Merchants National Bank at 21 W. 38th Street, built in 1935 exists on land zoned D9. Each of these businesses would be hindered from making improvements by their present zoning.

Category 2.

Residential uses are being eroded by a practice of zoning too large

an area for commercial. By zoning residential land to commercial, the potential for conversion of the structures, their removal, and the sprawl of commercial uses from a core is accelerated. Two specific areas where this has occurred are Illinois Street and College Avenue. In both cases, commercial uses have intruded into formerly residential areas. The commercial uses are not suited to this arrangement, and disrupt the neighborhood. This disruption can lead to deterioration of residential areas, as well as the checkerboard development where formerly residential structures are converted to businesses. This can clearly be seen on Illinois Street south of 38th Street, and on College Avenue north of 38th Street.

Category 3.

By zoning a commercial area at too liberal a classification, or one without proper controls, businesses in the area may find inappropriate uses able to open near their operation. This situation can cause business deterioration, as businesses surrounding an inappropriate use may perceive the neighborhood as declining. Some evidence of this problem can be found near the 38th and Illinois Streets area as well as the 38th Street and College Avenue area.

Category 4.

Variances, when applied judiciously, can help a commercial or residential property if development is unnecessarily hindered by set-back, side yard or use requirements. Variances are often, however, granted too frequently rather than rezonings to keep "a measure of control" over the property by placing restrictions on use, owner, etc. Once such a precedent is set, however, the area can become pockmarked by a large number of uses which exist via a variance. This practice can alter an area from a desirable to undesirable land use even though the zoning itself has not changed. A particular area along the corridor which exemplifies this problem is found on 38th Street east of Carrollton, where several large residential structures have been converted into commercial uses, most through the variance procedure.

2. PROPOSED ZONING PLAN

After reviewing current zoning problems in the area, the development scheme and land use plan for 38th Street was used to develop a zoning plan for the corridor. The plan blends design proposals, land use plan and zoning into three interrelated segments of the overall corridor scheme. The following are general recommen-

dations for zoning changes, based upon proposed land use and development, and upon the desire to eliminate present conflicts.

General Premise:

The zoning plan attempts to more clearly define residential from commercial areas, using an "apartment/office" classification as a transition from busy thoroughfares to residential neighborhoods. Commercial uses are contained and concentrated by restricting the area zoned in a commercial category. The type of commercial use is regulated to an extent by special commercial classifications "CS" and "C3C", which regulate some uses and aesthetic aspects of the business. In several cases, zoning classifications are matched to current use, specifically with respect to commercial buildings on residentially-zoned property. Finally, proposed long-term development is guided by zoning areas to the classification needed for that development to occur. The following text details the zoning plan and proposed zoning change maps (Maps 18 and 19) by subarea, briefly describing the rationale for the changes recommended.

a. Subarea One - (Dr. Martin Luther King Avenue to Graceland Avenue) Changes in zoning for this subarea are recommended only in the far eastern portion. Between Boulevard Place and Graceland Avenue, the properties within

approximately 60 feet of the 38th Street ROW are proposed to be zoned D8 from the present D5. In this way, the land would be properly zoned for apartments which are recommended for the long-term development of this area. The existing Commonwealth apartments building would then receive proper zoning, bringing it into conformity.

b. Subarea Two - (Graceland Avenue to Pennsylvania Street)

A large number of rezonings are recommended for this subarea reflecting the long-term strategy for this portion of the corridor. The area between Graceland and Kenwood Avenues would be zoned to anticipate apartment development along 38th Street frontage (those properties within 60 feet of the 38th Street ROW). On all four corners of 38th Street and Capitol Avenue, the zoning would be C4, to allow for a commuter "commercial node". This would require rezoning the NW quadrant and portions of the SW quadrant of the intersection. All of Illinois Street within the corridor would be rezoned to both concentrate commercial uses, as well as provide some use restrictions to aid businesses in the area. The zoning south of 38th Street, on Illinois Street, with the exception of the present commercial developments at the SW and SE corners of 38th and Illinois Streets, should be zoned to D5 or D8 from

the current C4. This change would allow for the proper development of apartments and residential uses, and would hinder further commercial intrusion into the area. All commercial uses at the 38th Street and Illinois Street intersections, (except for the SE corner) from 3760 to 3900 north would be zoned to CS, from C4. A CS district requires development plan review by the Metropolitan Development Commission when new construction or reuse is proposed. In addition, signage and site design are among other aspects subject to review (see appendix 4). This zoning, along with design standards, can guide and protect developments in this commercial area. From 39th Street north to 40th Street on the west side of Illinois Street, the recommended zoning district is C3C from its present C4. The C3C district would provide a buffer area between residential and commercial uses along a high-volume thoroughfare. Present uses in the area are permitted, yet restrictions guard against several inappropriate uses possible under the present C4 (see appendix H).

A long segment of Meridian Street within the corridor is recommended to be rezoned, largely to conform with existing uses. The SW and SE corners of 38th and Meridian Streets would be rezoned to C3C from C3, reflecting the concerns expressed above. Meridian Street

on the east side, north of 39th Street is recommended to be rezoned, again primarily to match current development. Most of these offices have residential zoning (D5). The recommended zoning of C1 would match existing development with the appropriate zoning classifications and provide fewer restrictions on improvements yet limiting development to the type which currently exists.

39th Street east of Meridian Street should be zoned commercial (C1) on its western two-thirds and residential (D8) at the northwest corner of 39th and Pennsylvania Streets. A D8 classification should exist at the SW corner. This alteration from D5 zoning would assist proposed and existing office development near Meridian Street, and the proposed buffer apartment building to the east.

c. Subarea Three - (Pennsylvania Street to Park Avenue)

Recommended zoning changes in this subarea generally attempt to reconcile present use to zoning, and support the long-term plans (land use and design) of this portion of the corridor through zoning incentives. Three types of recommended zoning changes are: 1. Increase residential density to either match existing use or promote apartment construction or expansion, 2. Conversion from commercial to residential zoning to limit residential conversions and

aid in neighborhood stabilization, 3. Limited conversion from residential to commercial zoning to reconcile use with zoning, and to provide an incentive for office construction in specific locations.

The two areas where most zoning changes are recommended are on 38th Street between Pennsylvania and Delaware Streets and in the block on the south side of 38th Street between Washington Boulevard and Central Avenue. On the north side of 38th Street between Pennsylvania and Delaware Streets D9 zoning is recommended, to replace the current commercial zoning (C1). This will allow development of apartments on the site in keeping with the plan's long-term development strategy. On the south side of 38th Street at that location, commercial use, (C1) is recommended rather than the current D9. An office building currently exists on the site and the long-term development plan recommends commercial use there.

Almost the entire area of the corridor bounded by Washington Boulevard, 38th Street, Central Avenue and the study boundary is recommended to be rezoned. This would be done largely to reflect and maintain current uses. Commercial zoning would be replaced by residential zoning except for the SW corner of 38th Street and Central Avenue. Also the current residen-

tial zones are not consistent with current density on lot sizes, and more appropriate classifications would be promoted.

d. Subarea Four - (Park Avenue to the Former Monon Railroad)

The recommended zoning changes for this subarea concentrate in two areas: 1. 38th Street and College Avenue, 2. 38th Street between Winthrop Avenue and the former Monon Railroad. The major changes for the 38th Street and College Avenue area consist of establishing proper zoning for existing commercially designed properties. Parallel to the recommendations made for a portion of Illinois Street, the commercial zoning for the College Avenue area would be C3C. This zoning would provide some of the needed safeguards for current development. Some additional properties should be rezoned from residential to this commercial classification to assist in the implementation of long-range plans for the area, as well as aiding current developments. All properties on College Avenue north of approximately 3835 (west side) and 3850 (east side) should be zoned from C3 to residential (D8, D5) zoning. This would help to curtail the commercial encroachment into residential areas, and assist in rehabilitating the housing in this area. The area between Winthrop Avenue and the former Monon Railroad on 38th Street should be commercially

zoned (C1) for office use. The current residential zoning is not being maintained, as commercial uses now exist on the sites. The long-term land use and development plan for the area recommends office commercial uses to act as a transition between the public uses to the east and residential/commercial uses to the west. The area on the north side 38th of Street between Carrollton and Winthrop Avenues should be zoned D8 instead of the present D5 to allow for duplex units.

e. Subarea Five - (The Former Monon Railroad East to Fall Creek)

The recommended rezonings for this subarea are for the south side of 38th Street and reflect long-term development for the area in conjunction with the State Fair. Those portions of the IUPUI campus not currently zoned commercial would be zoned (C1) to unify the area's classification. The University does not plan a long-term use for the 38th Street campus, as it hopes to consolidate operations at its near-downtown campus. This rezoning would allow the opportunity for the site to be developed as offices related to either the State Fair or private uses.

The area bounded by 38th Street, Fall Creek Parkway and Woodland Avenue is recommended to be zoned

D6 from its current C4 and D5 zoning. The long-term development of the area should include a hotel to support the Fairgrounds. The area is separated from residential uses, and the current motel and gas station would also best fit into this zoning. The area should not be rezoned to C6 unless such a project (large hotel) would become a reality.

The following properties are recommended for short-term rezoning action. Each of these properties are current long-term uses of the property which match the recommendation of the plan.

3. SPECIFIC PROPERTIES RECOMMENDED FOR SHORT-TERM ZONING ACTION

*Parcels = Individual Lots

NUMBER	PROPERTY/ADDRESS	USE(S)	PRESENT ZONING	RECOMMENDED ZONING	# OF PARCELS (TOTAL) TO BE REZONED
1.	245 W. 38th Street	Apartment Building (Commonwealth)	D5	D9	2
2.	3960 N. Illinois Street	House (Duplex)	C1	D5	1
3.	3954 N. Illinois Street	House (Single-family)	C1	D5	1
4.	3902-3952 N. Illinois Street West side - inclusive	Commercial Uses (various)	C4	C3C	12
5.	112 - 108 W. 38th Street & 3814 - 3850 N. Illinois St. West side - inclusive	Commercial Uses (various)	C4	C5	10
6.	3839 N. Illinois Street	Grocery Store (Lowell's)	D5	C5	1
7.	112 - 108 W. 38th Street & 3815 - 3833 N. Illinois St. East side - inclusive	Commercial Uses (various)	C4	C5	3
8.	120 - 122 W. 38th Street North side - inclusive	Commercial Uses (various)	C3	C5	1
9.	59 W. 38th Street	Commercial (vacant service station)	C4	C5	1
10.	3750 - 3764 N. Illinois St.	Commercial (various)	C4	C5	3

SPECIFIC PROPERTIES RECOMMENDED FOR SHORT-TERM ZONING ACTION (cont.)

NUMBER	PROPERTY/ADDRESS	USE(S)	PRESENT ZONING	RECOMMENDED ZONING	# OF PARCELS (TOTAL) TO BE REZONED
11.	21 W. 38th Street	Bank (Merchant's)	D9	C3C	1
12.	3833 N. Meridian Street	State Dept. of Education	D5	C1	2
13.	3845 N. Meridian Street	Office Commercial (The Agency, etc.)	D5	C1	1
14.	3901 N. Meridian Street	Office Commercial (The Forum Bldg.)	D5	C1	1
15.	3909 N. Meridian Street	Martin Luther King Multi-Service Center	D5	SU9	1
16.	3965 N. Meridian Street	Apart./Office Bldg. (Meridian Towers)	D9	C2	1
17.	3736 N. Delaware Street	Office Commercial (Dr. Shanafelt)	D9	C2	1
18.	327 E. 38th Street	Apartment Bldg. (Ritz)	C1	D9 (or D8)	1
19.	451 E. 38th Street	Commercial (PESCO Everclean)	D8	C3C	2
20.	501 E. 38th Street	Commercial (Domino's)	D8	C3C	1

SPECIFIC PROPERTIES RECOMMENDED FOR SHORT-TERM ZONING ACTION (cont.)

NUMBER	PROPERTY/ADDRESS	USE(S)	PRESENT ZONING	RECOMMENDED ZONING	# OF PARCELS (TOTAL) TO BE REZONED
21.	512 E. 38th Street	Fire Station #28	D9	SU9	1
22.	204 W. 38th Street	Service Station (Sunoco)	D5	C4	1

48 parcels
53 uses

PART THREE

ACTION PLAN/ IMPLEMENTATION

SECTION ONE

Short-Term Action Plan

SECTION TWO

Long-Term Action Plan

SECTION ONE

SHORT-TERM ACTION PLAN

Introduction

Section One of Part Three details a parcel-by-parcel list of short term improvements recommended for implementation. Each parcel along the corridor found in need of improvement is listed along with the recommended improvements to be made. These recommendations are prioritized as to importance and need of action. Agencies that should be responsible for implementing or overseeing such improvements are also identified.

For the plan to be successful, private as well as public involvement is necessary. Developing an "action plan" is an important implementation strategy for the plan. Without such a strategy, the plan would not have a clear direction or purpose. This short-term action plan provides that direction. It must be stated, however, that for the plan to be implemented all interested groups' efforts will be required. City agencies, neighborhood organizations, businesses and developers must actively pursue the recommendations of the plan,. No one group alone has the capability or

resources to implement the plan, yet together action can be assisted and directed.

Recommendations

The series of recommendations outlines those improvements which should be addressed first in the revitalization strategy. These recommendations are divided into the five subareas and feature recommendations for each property along 38th Street, as well as the commercial north/south thoroughfares N. Illinois Street and College Avenue. The recommendations give the location, type of improvement, group or agency involved in implementation. In general, the activity should be undertaken for each recommendation based on its priority:

- 1 - lowest priority
- 2 - low-mid priority
- 3 - mid priority
- 4 - mid-high priority
- 5 - highest priority

Exceptions should be made, however, if the site needs of a project are best addressed by accomplishing all recommendations at one time. In such a case, the overall priority for the site (all recommendations) should indicate its time of action.

Implementing Agency Key

The following list of agencies and groups are noted in the short-term recommendations/action plan by the following acronyms:

BTNA	Butler-Tarkington Neighborhood Association
CCC	College Corridor Coalition
CHNA	Crown Hill Neighborhood Association
D	Developer
DDS	Division of Development Services
DEHD	Division of Economic & Housing Development
DP	Division of Planning
DPR	Department of Parks and Recreation
DPW	Department of Public Works
DOT	Department of Transportation
IPD	Indianapolis Police Department
MACO	Metropolitan Area Citizens Organization
FCNA	Mapleton-Fall Creek Neighborhood Association
MKNA	Meridian-Kessler Neighborhood Association
MRDA	Maple Road Development Association
MSPC	Meridian Street Preservation commission
PO	Private Owners
WR	Watson Road Neighborhood

38th Street Corridor Study		Short-Term Recommendations/Action		
Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
I.	Sidewalk, north side of 38th St. along Crown Hill	a. Widen (one foot) b. Repair damaged portions of fence c. Infill missing trees	2	DOT PO DPR
I.	Sidewalk, south side of 38th along Crown Hill just east of Northwestern Avenue	a. Pave area to the wall	1	DOT
I.	Medians, Northwestern Avenue east along 38th St. to Boulevard Place	a. Brick paving or appropriate urban landscaping b. Narrow portions - repainting existing concrete	2 2	DOT, DP, DEHD DOT
I.	Sidewalks, north and south sides of 38th Street between Boulevard & Graceland	a. Widen to at least 6 ft. b. Work around trees	3	DOT, DEHD
I.	Commonwealth Apartments 245 W. 38th Parking lot south of Apartment at 38th Street and Boulevard Place	a. Resurface and improve lot	2	PO, DEHD
II.	Al's Auto Center 217 W. 38th Street	a. Buffer fence to be brought out to the front of the house b. Brick sidewalk strip along 38th St. c. Remove outside storage d. Alley west of Capitol Avenue, resurface 100 ft. south of 38th St. e. Remove temporary sign	4 3 5 3 5	PO, MACO, CH DOT, MACO, DEHD PO, MACO DOT, CH PO, MACO, CH, DP
II.	Shell Service Station 201 W. 38th Street	a. Implement Improvement Plan	3 5	PO, MACO, CH, DP DOT, CH, DP, MACO
II.	500 Liquors, 3757 N. Capitol Avenue	a. Close three unneeded curb cuts b. Redesign/renovate building c. Buffer fence for properties to south d. Remove telephone booth e. Five year period to remove billboard	5 4 4 3 4	DOT, CH, MACO, MRDA, DP, PO CH, MACO, MRDA, DP, DEHD, PO CH, MACO, MRDA, PO PO, DP, MACO, CH MACO, PO, CH, MRDA
II.	Vacant Clark Station 131 W. 38th St.	a. Demolition of building b. Demolition of fence c. Demolition and grading of site d. Removal of phone booth e. Buffer 1st house to the south of site	5 5 5 5 5	CH, MACO, MRDA, DDS, DP, PO, DEHD CH, MACO, MRDA, DDS, DP, PO, DEHD CH, MACO, MRDA, DDS, DP, PO, DEHD DP, MACO, CH, PO CH, MACO, MRDA
II.	Southeast side of 38th St. and Kenwood St.	a. Vacant gas station: demolish b. Former auto painting facility: demolish c. Vacant Indiana Bell Bldg: demolish d. Removal of all signs e. Grading of entire site	5 5 5 5 5	CH, MACO, MRDA, DDS, DP, PO, DEHD CH, MACO, MRDA, DDS, DP, PO, DEHD CH, MACO, MRDA, DDS, DP, PO, DEHD CH, MACO, MRDA, DDS, DP DDS, DP, CH, MACO, MRDA, PO
II.	3721 N. Illinois St. (D.L. Robinson, Dentist)	a. Reconvert to residential unit b. Relocate use into 38th St. Commercial area	2 2	CH, MACO, MRDA, DEHD, DP, PO CH, MACO, MRDA, DEHD, DP, PO

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
II.	Hoover Vacuum Cleaner 3736 N. Illinois	a. Reconvert to residence and buffer from commercial uses, to north (check zoning)	4	CH, MACO, MRDA, DEHD, DP, PO
II.	3739 N. Illinois St. (W.T. Ray Realty Co.)	a. Reconvert to residential unit	2	CH, MACO, MRDA, DEHD, DP, PO
		b. Relocate into 38th Street commercial	2	CH, MACO, MRDA, DEHD, DP, PO
II.	Plasma Center 3764 N. Illinois	a. Rehab building/renovate facade	3	CH, MACO, MRDA, DEHD, DP, PO
II.	3750-3800 N. Illinois St. West side of block	a. Remove planter boxes	4	MRDA, MACO, DOT
		b. Bury overhead wires or replace wood poles with metal	3	MRDA, MACO, CH, DOT, DPW, UTILITY
		c. 3 ft. brick work to sidewalk curb	3	MRDA, MACO, DEHD, DOT, CH
		d. Redesign/renovate all facades	4	MRDA, MACO, DEHD, DP, PO
		e. Remove projecting sign Mr. Bino's Bootery	3	PO, DDS, MRDA, MACO
		f. Remove fence around parking area	3	PO, CH, MACO, DP, MRDA, DEHD
II.	McDonald's 37 W. 38th	a. Repair wall along Illinois and 38th Streets	3	PO, MRDA, MACO
II.	N. Illinois Street in general 3800 block	a. Tree grates or brick and sand installed	4	DOT, DEHD, MRDA, MACO, DP, DPR
		b. Unified signage to fit bldg. architecture	5	MRDA, MACO, DP, DEHD, PO, BTNA
		c. Remove all projecting signs	5	MRDA, MACO, DP, DEHD, PO
		d. Awning material on canopies (east side)	4	MRDA, MACO, DP, DEHD, PO
		e. Unification, standards on window signage	5	PO, MRDA, MACO
		f. Small identification signs under canopy	3	PO, MRDA, MACO, DP
		g. Remove 3 utility poles on east side	3	DOT, MRDA, DPW, Utility
		h. Permit on-street parking (4-6 pm), east side	5	DOT, MRDA, BTNA, DP
II.	Erber Bldg. on east side of N. Illinois Street	a. All above points plus		
		b. Repaint building	4	PO, MRDA, MACO, DEHD, DP, BTNA
		c. Remove turquoise panels	4	PO, MRDA, MACO, DEHD, DP
		d. Signage in architectural design inset	4	PO, MRDA, MACO, DEHD, DP
		e. Remove garages in rear	5	PO, MRDA, MACO, DEHD, DP, DDS
II.	Ace Hardware Bldg., 3833 N. Illinois Street	a. Erect awnings	3	PO, MRDA, MACO, DEHD, DP
		b. Paint bldg. or remove paint and fix to original	4	PO, MRDA, MACO, DEHD, DP, BTNA
		c. Lessen signage (smaller wall sign)	5	PO, MRDA, MACO, DEHD, DP, BTNA
II.	Hogan Auto Parts, 3890 N. Illinois St.	a. Remove painted ads from north side of bldg., repaint wall to neutral color	4	PO, MRDA, MACO, DEHD, DP, BTNA
		b. Remove projecting sign	5	PO, MRDA, MACO, DDS, DP, BTNA
		c. Awnings needed	3	PO, MRDA, MACO, DEHD, DP
		d. Remove chain link fence in south	5	PO, MRDA, MACO
		e. Widen sidewalk to match that south of bldg.	4	DOT, DEHD, DP

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
II.	119 West 39th Street	a. Remove house b. Sidewalk, south side from N. Illinois Street to Kenwood Avenue (w. 38th St.) 1. Replace to bldg. line	2 4	DDS, BTNA, DEHD, PO DOT, DEHD, DP, BTNA
II.	7-11 property 3902 N. Illinois Street	a. 3 ft. landscape strip frontage property b. Relocate phone booth, newspaper stands and pop machines to central 38th and Illinois Street location c. Signage 1. Remove neon wall sign 2. Smaller redesigned pole sign or projecting sign (removal of one or the other) d. Alley behind 7-11 (from 38th to 40th Street) 1. Resurface 2. buffer fence from commercial (to the side of the alley) for the abutting residences	4 5 5 5 4 4	PO, MRDA, DP, BTNA, MACO MRDA, BTNA, DP, DEHD, MACO PO, MRDA, MACO, DP PO, MRDA, MACO, DP DOT, BTNA, MRDA, MACO BTNA, MRDA, MACO, DP, DEHD
II.	House between 7-11 property and Hooks/Tuchman Bldg. 3930 N. Illinois Street	a. Remove house/grade lot b. Unified parking lot between adjoining commercial uses	4 4	PO, DDS, BTNA, MRDA, DP PO, MRDA, DP, MACO
II.	Hooks/Tuchman Bldg., 3932-52 N. Illinois	a. Signage - unified wall signs b. Either no pole sign or one sign advertising all businesses c. Buffer house to north of commercial buildings d. Relocate vending machines to central (38th and Illinois) location e. Remove abandoned pole sign stand f. Screen parking lot if possible 1. 3 ft. landscape strip along Illinois Street	4 5 5 5 5 4	PO, MRDA, MACO, DP, DEHD PO, MRDA, MACO, DP, DEHD PO, MRDA, MACO MRDA, BTNA, MACO, DP, DEHD DDS, PO, MRDA, MACO PO, MRDA, BTNA, MACO, DP
II.	AAA Hoosier Motor Club - 40 W. 40th Street	a. Remove roof top sign on building	2	PO, BTNA, MSPC
II.	North Meridian Street (general) north of 38th Street	a. Uniform size of signs b. Convert all to ground signs, standards to size and type	3 4	MKNA, BTNA, MACO, PO, DP MKNA, BTNA, MACO, PO, DP
II.	Meridian Towers/West Baking Company	a. Better landscaping on north parking area along 40th Street b. Widen slightly and repair sidewalks along 40th Street	2 2	PO, MKNA DOT, MKNA, DP

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
II.	The Forum Bldg., 3901 North Meridian Street	a. Remove/relocate post office boxes	2	MKNA, PO
		b. Unification of rear parking lots for	4	MKNA, PO, MACO, DPW, DP
		1. Forum Building 2. Martin Luther King MSC 3. Indiana Hospital Assoc.		
		c. Unification of Forum Bldg. and Martin Luther King accesses to rear yard	4	MKNA, PO, DOT, MACO
II.	The Agency Bldg., 3843-45 North Meridian Street	a. Remove the frontage parking on Meridian Street	5	MKNA, DDS, PO, MRDA
II.	Dept. of Education, 3833 North Meridian Street	a. Widen sidewalks slightly on Meridian and 39th Street	1	DOT, MKNA, DP
		b. Landscaping (private) along Meridian Street frontage	2	PO, MKNA
II.	Meridian Street 3800 block, both sides of the street	a. Widen sidewalks to 6'-7'	5	DOT, BTNA, MKNA, MACO
II.	Law Office, 3825 North Meridian Street	a. Remove gravel front lot	5	DDS, MKNA, DP, MRDA, PO
		b. Check zoning	4	DDS
II.	Summitt House Parking Lot	a. Widen sidewalks to 6'	5	PO, DOT, MRDA, MKNA, DP
		b. Relocate landscape strip	5	PO, DOT, MRDA, DP
		c. Close unused curb cut	5	DOT
II.	North United Methodist Church, 3808 North Meridian	a. Widen sidewalks to 7' along 38th St.	5	PO, DOT, MRDA, BTNA, DEHD
		b. Landscape (trees on private property)	3	PO, DPR, DEHD, BTNA
II.	National Auto Alarm, 3778 N. Meridian Street	a. Remove far northern curb cut onto Meridian Street	5	DOT
		b. Widen/repair sidewalks on site	3	DOT, CH, DP
II.	3768 N. Meridian Street	a. Remove Angles Dry Cleaning Sign	5	DDS, PO, MRDA
		b. Check for permit for Memon's Dry Cleaners	3	DDS
II.	3762-68 North Meridian	a. Consider landscape treatment	1	PO, MRDA, MACO, DP
		b. Elevated six ft. landscape strip for parking lot south of commercial buildings	3	PO, MRDA, DP, DEHD
		c. Widen sidewalk to match N. United Methodist Church width--then landscape to building line	3	DOT, MRDA, MACO, DP
		d. Bus shelter; new trash receptacle and newsstand	3	TRANSIT, DP

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
II.	40 W. 38th Street (MACO)	a. Removal of structure for parking expansion	5	MACO, MRDA, PO, DEHD, DDS
II.	Vacant Service Station, 58 West 38th St.	a. Close unneeded curb cuts	5	MACO, PO, MRDA
II.	Delux Auto, 46 W. 38th Street	a. Remove barriers	5	PO, MACO, MRDA, BTNA, DEHD, DP
		b. Relocate business	5	PO, MACO, MRDA, BTNA, DEHD, DP
II.	Merchants National Bank, 21 W. 38th St.	a. Widen sidewalk to match McDonald's	4	PO, MRDA, MACO, DOT, DEHD
		b. Replace buffer fence for parking lot	5	PO, CH
II.	Walsh Building 3-25 E. 38th Street	a. Relocate and screen rear dumpster	5	PO, MACO, MFCNA
		b. Common awnings, signage and landscaping treatments parking	4	PO, MRDA, MACO, DO, MFCNA
		c. Remove 38th Street frontage parking	5	PO, MRDA, MACO, DP, MFCNA
		d. Center building walk through for rear parking access	3	PO, MRDA, MACO, DP
II.	Barrington Court Apartments 37 East 38th Street	a. Widen sidewalks to 6', (now only 4 1/2')	5	DOT, MFCNA, DEHD, MRDA, DP
		b. Replant (or work around) trees along sidewalks	5	DPR, MFCNA, DP, MACO, PO
II.	Glen-Ayr Apartments, 98 E. 38th St.	a. Widen sidewalk to 6'	5	DOT, MKNA, MRDA, DP
		b. Plant trees (private property)	3	DPR, MKNA, DP, MACO, PO
II.	3914 N. Pennsylvania	a. Vacant, deteriorated house was also a business at one time--renovate structure	3	PO, DDS, MKNA
		b. Possible removal of rear yard parking	5	PO, MKNA, DDS
III.	Washington Boulevard (general)	a. Repair sidewalks	2	DOT, MFCNA, MKNA, DP, MACO
		b. Street tree infill	3	DPR, MFCNA, MKNA, DP
III.	38th Street east of Washington Blvd. (south side)	a. Widen sidewalk to 7'	5	DOT, MFCNA, MACO, DP
		b. Street trees on private property	3	DPR, MFCNA, DP, MACO
		c. Close curb cut at 301 E. 38th Street	5	DOT, MFCNA, DP
		d. 317-327 E. 38th St., landscaping private property of apartment	3	PO, MFCNA, DPR, DP
III.	Oxford Apartments (38th St. north side Washington Blvd. to New Jersey)	a. Landscape on private property	3	PO, MKNA, DPR, DP
		b. Street trees on private property	3	DPR, MKNA, DP, MACO
		c. Widen sidewalks to 6-7' (to retaining wall)	5	DOT, MKNA, MACO, DP
		d. Handicapped access at intersections	5	DOT
III.	Unification Church, 404 E. 38th St.	a. Check to find if use legal	5	DDS
		b. Remove frontage parking on 38th St.	5	MKNA, DP, PO

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
III.	Apartment building, 437 E. 38th St.	a. Repair stairway and sidewalks	5	PO, DOT, MFCNA, MACO
III.	Apartments, 430 E. 38th St.	a. Private landscaping	3	PO, MKNA, MACO
		b. Remove newsstand attached to stoplight	5	DOT, MKNA, NEWSPAPER
III.	Ravenbrook Apartments	a. Remove ground floor commercial uses	4	DP, MKNA, MACO, DP
		b. Widen sidewalk along 38th St. to 6-7'	5	DOT, MKNA, MACO
		c. Install parking lot on vacant lot to north of building	4	DPW, MKNA, PO, MACO, DP
		d. Remove all signage	4	PO, MKNA, DP
		e. Private landscaping	3	PO, MKNA, MACO
III.	Domino's Pizza, 501 E. 38th St.	a. Buffer fence at rear to be extended to (at least) residential setback line	2	MACO, PO, MFCNA
III.	38th St. Central to Ruckle	a. Curbing bad, replace on both sides of street	4	DOT, MFCNA, MKNA
III.	D&B Service Station, 519 E. 38th St.	a. Remove furthest east 38th St. curb cut	5	DOT, MFCNA, DP, PO
		b. Remove ice machine	5	PO, DP, MFCNA
		c. Provide landscape strip along 38th St.	4	PO, MACO, MFCNA, DP
		d. Demolish building	4	PO, MACO, MFCNA, DEHD, DDS
III.	Roselyn Bakery, 548 E. 38th St.	a. Landscape strip around parking	4	PO, MACO, MKNA, DP
		b. Remove pole sign, replace with ground sign	4	PO, MACO, MKNA, DP
		c. Need buffer along north side of lot between parking and residential	5	PO, MACO, MKNA
		d. Widen sidewalks	4	DOT, MKNA, DP
III.	Fire Station #38	a. Remove curb cut along east property line	5	DOT, Fire Dept.
		b. Prohibit parking in alley	4	DOT, Fire Dept.
III.	Vacant office building - 525-27 East	a. Remove ground sign	5	PO, MFCNA, DP, MACO
		b. Buffer fence to south	5	PO, MFCNA, MACO
		c. Widen sidewalk	4	DOT, MFCNA, DP, DEHD
		d. Re-landscape	2	PO, MFCNA, MACO
III.	Maple Terrace Apartments - 534 East	a. Sidewalks problem - recap or widen	4	DOT, MKNA, DP, DEHD
		b. Remove trees - replant (private property)	3	DPR, MKNA, DP, MACO, DEHD, PO
		c. Remove garage north of Apt. for off-street parking	5	PO, MACO, DP, MKNA
		d. Handicap ramp at Ruckle Street	3	DOT, MKNA
III.	535 East 38th Street	a. Unite parking	3	PO, MACO, DP, DEHD, MFCNA

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
III.	Vacant Residence - 541 East 38th Street	a. Remove/Relocate b. Widen sidewalk	3 3	PO, DDS, MFCNA, DP, DEHD DOT, MFCNA, DP, DEHD
III.	Carol's House of Hair - 545 East 38th St.	a. Reconvert to residential use b. Landscape (private property) c. Widen sidewalk d. Paint roof sign out e. Construct handicap ramps at intersections	5 5 3 5 3	PO, MACO, MFCNA, DEHD, CCC DPR, MFCNA, DP, MACO, PO, DEHD DOT, MFCNA, DP, DEHD PO, MACO, MFCNA, DEHD, DP DOT, MFCNA
IV.	Apartments - 601-605 East 38th St.	a. Landscape b. Expand parking lot and buffer c. Unify parking to the east	2 4 5	DPR, PO, MFCNA, MACO, DEHD PO, MFCNA, MACO, DEHD PO, MFCNA, MACO, DEHD, CCC
IV.	School #66 - 604 East 38th St.	a. Recap sidewalk b. Landscape plan c. Remove chain link fence d. Resurface alley to north of property e. Redesign parking lot f. Close off Broadway g. Implement proposed re-use	3 1 4 4 3 3 5	DOT, MKNA, DP, DEHD PO, DPR, MKNA, DEHD, DP, CCC PO, MKNA, MACO, CCC DOT, DEHD, MKNA, CCC PO, MKNA, MACO, DEHD, DP CCC MKNA, MACO, DEHD, DP, PO, CCC
IV.	The Music Book - 617 East 38th St.	a. Check for proper zoning b. Unite parking c. Convert to residential use d. Widen sidewalk e. close alley access to 38th St.	5 4 5 4 2	DDS, DP PO, MFCNA, DEHD, MACO, CCC PO, MFCNA, DEHD, MACO, DP DOT, DEHD, MFCNA, DP DOT, MFCNA, MACO, DP, CCC
IV.	Vacant Structure - 621 East 38th St.	a. Very bad sidewalk, replace & widen b. Landscape c. Unite parking d. Exit onto Broadway e. Relocate	5 3 4 4 3	DOT, MFCNA, DEHD, DP DPR, MFCNA, DEHD, DP, PO PO, MFCNA, DP, MACO, CCC DOT, MFCNA, DP, CCC DEHD, MFCNA, DP, CCC, MACO
IV.	633 East 38th Street	a. Recap sidewalk - width alright b. Need to screen parking lot to east	2 4	DOT, MFCNA, DEHD, DP PO, MFCNA, MACO, CCC, DP
IV.	Rose Building - 644 East 38th St.	a. Remove Gilly's pole sign front & rear b. Remove phone booth c. Redo sidewalk d. Hedge, brick landscape in front e. Take shingles out - install signs (uniform) f. Redo north parking lot, repave & unify	5 5 4 3 2 4	PO, MKNA, MACO, CCC, DP PO, MKNA, DP DOT, MKNA, DEHD, DP DOT, MKNA, DEHD, DP, CCC PO, MKNA, DEHD, DP, CCC PO, MACO, MKNA, DEHD, CCC
IV.	Maco Cleaners - 659 East 38th St.	a. Well designed west wall sign needed b. Clean west wall c. Remove sign apparatus on south side of building d. Redo south sidewalk e. Knock out cement block closure, relocate dumpster f. Remove 2 parking meters on 39th St. g. Remove aluminum awning & sign on building's north side	4 4 5 4 2 5 5	PO, MFCNA, CCC, MACO, DEHD PO, MFCNA, CCC, MACO, DEHD PO, MFCNA, CCC, MACO, DEHD DOT, MFCNA, DEHD, DP PO, MFCNA, CCC, MACO, DEHD DOT, MFCNA, CCC, MACO PO, MFCNA, CCC, MACO, DEHD

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
IV.	Pollard Building (Murdock) - 663-669 East 38th Street	a. Redo curbs & Sidewalks b. Relocate fire escape if possible c. Temporary sign - removal (leasing) d. If rear space is rented, continue awning around building	3 4 5 3	DOT, MFCNA, DEHD, DP PO, DEHD, MFCNA, CCC PO, MACO, DDS, DP PO, MFCNA, DEHD, CCC, MACO, DP
IV.	3746-3750 North College Avenue	a. Remove pole sign b. Remove front yard parking c. Landscape front d. Provide rear parking e. Wall signs, to be compatible with storefronts	5 5 2 4 5	PO, MFCNA, MACO, CCC, DEHD, DP PO, MFCNA, MACO, CCC, DEHD, DP PO, MFCNA, MACO, CCC, DEHD, DP PO, MFCNA, MACO, DEHD, DP PO, MFCNA, MACO, CCC, DEHD, DP
IV.	Mandarin Inn - 3775 North College Ave.	a. Redo parking lot, (access, repaving, unification) b. Slope west lawn to make parking more visible c. Remove gate-keeper shack d. Resurface alley (east-west) e. Remove chain-link fence f. Install short wrought-iron fence along College g. Install buffer along south property line h. Take off red siding i. Redo west side of building along College in to landscape j. 10' wide sidewalk next to building with hedge then landscape area between hedge and sidewalk on the west side k. Close curb cut on 38th Street l. Widen public sidewalk to match width in front of Murdock Building m. Remove bumper guards n. Remove pole sign/develop wall signage	5 3 5 5 4 3 5 5 4 5 5 5 4	PO, MFCNA, CCC, MACO, DEHD, DP PO, MFCNA, CCC, MACO, DEHD, DP PO, MFCNA, CCC, MACO, DEHD, DP DOT, MFCNA, CCC, DP, DEHD PO, MFCNA, CCC, MACO, DEHD PO, MFCNA, CCC, MACO, DEHD, DP PO, MFCNA, CCC, MACO, DEHD, DP PO, MFCNA, CCC, MACO, DEHD, DP PO, MFCNA, CCC, MACO, DEHD, DP PO, MFCNA, CCC, MACO, DEHD, DP DOT, DEHD, CCC, MACO, DP, PO DOT, DEHD, DP DOT, DEHD, DP PO, MACO, CCC, DP DDS, DEHD, CCC, DP, MFCNA
IV.	Shell Station - 3801 North College Ave.	a. Repair sidewalk on the west side b. Reduce signage	5 5	DOT, DEHD, CCC, DP DEHD, PO, CCC, MKNA, DP
IV.	Bryant Heating - 3811 North College Ave.	a. Implement improvement plan	5	MACO, MKNA, CCC, DEHD, DP
IV.	MACO Building - 709 East 38th St.	a. Remove wall sign - abandoned	5	DDS, PO, MFCNA, CCC
IV.	J&M Discount Mart - 715 East 38th St.	a. Implement plan b. Redo walk & widen	5 4	MACO, CCC, MFCNA, DP, DEHD DOT, DEHD, DP
IV.	Former Williams & Sisters - 724 East 38th Street	a. Demolish structure b. Remove abandoned pole sign c. Need screening to north d. Remove sign in parking lot	5 5 5 5	DDS, DEHD, MKNA, CCC, DP, PO DDS, CCC, MKNA, DP PO, CCC, MKNA, DEHD, DP DDS, PO, MKNA, CCC

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
IV.	House - 716 East 38th Street	a. Remove fence first b. Remove house, relocate (if feasible) (see 815 East 38th Street) c. Widen walk to 10'	5 4 5	PO, MKNA, CCC, MACO, DP MKNA, PO, CCC, MACO, DEHD, DP DOT, DEHD, DP
IV.	Apartment, Double - 803 East 38th St.	a. Landscape lawn (private property) b. Widen walk to 7' c. Close curb cut	1 3 5	PO, MFCNA, DP, DPR DOT, DEHD, DP DOT, DP
IV.	Broadcast Productions - 804 East 38th St.	a. Widen walk to 7' b. Remove chain link fence c. Buffer homes to north from use d. Reuse as double residence	4 5 2 5	DOT, DEHD, DP PO, MKNA, DEHD, DP PO, MACO, CCC, MKNA, DP, DEHD PO, MACO, CCC, MKNA, DP
IV.	806 East 38th Street	a. Use as double residence b. Remove chain link fence c. Landscape front lawn (private property) d. Close curb cut e. Widen walk to 7'	5 5 3 5 4	PO, MACO, CCC, MKNA, DP PO, MKNA, DEHD, DP PO, MKNA, MACO, CCC DOT, DP DOT, DP, DEHD
IV.	Parking lot - 817 East 38th St.	a. Remove chain link fence b. Widen walk to 7' c. Install short wall with landscape d. Serve all 5 doubles on north side	5 4 3 4	PO, MFCNA, DEHD, DP DOT, DP, DEHD PO, MFCNA, MACO, DP MACO, PO, MFCNA, DEHD, DP
IV.	Vacant Lot - 815 East 38th St.	a. Relocate residential building next to William & Sisters to this lot	4	PO, MFCNA, DP, DEHD, MaCO
IV.	Wake-Up Service Station - 821 East 38th	a. Remove (long-term) b. Remove temporary signs c. Enclose vending area d. Landscape corner	2 5 5 4	PO, MFCNA, DP, DEHD, DDS PO, DP, MFCNA, DDS PO, MFCNA, DP, MACO PO, MFCNA, DP, MACO
IV.	830 East 38th Street	a. Use as a double residence	5	PO, MKNA, DP, MACO, DEHD
IV.	826 East 38th Street	a. Use as double b. Remove garage c. Unite parking with 830 d. Widen walk to 7'	5 3 4 4	PO, MKNA, DP, MACO, DEHD PO, DP, MACO, DEHD, MKNA PO, DP, MACO, DEHD, MKNA DOT, DEHD, DP
IV.	Dr. Hoshour - 824 East 38th St.	a. Unite parking lot b. Reuse as double c. Widen walk to 7'	4 5 4	PO, DP, MACO, MKNA, DEHD PO, DP, MACO, DEHD, MKNA DOT, DEHD, DP
IV.	Hawkings, Attorney - 903 East 38th St.	a. Reconvert to double residence b. Landscape c. Widen walk to 7' d. Check zoning	5 3 4 5	PO, DP, MACO, MFCNA, DEHD PO, MACO, MFCNA DOT, DEHD, DP DDS, DP
IV.	904 East 38th Street	a. Take tower off roof b. Expand parking c. Buffer area to the north d. Landscape strip along street (Guilford)	5 4 5 5	PO, DDS, DP, MKNA PO, DP, MKNA, MACO, DEHD PO, DP, MKNA, MACO, DEHD DP, DOT, DPR, MKNA, MACO, DEHD

Subarea	Location/Property	Recommended Improvements	Priority	Implementing Agencies
IV.	Attorney office - 909 East 38th Street	a. Reconvert to double b. Landscape widen walk c. Unite parking lots in rear d. Check zoning	5 4 4 5	PO, DP, MACO, MFCNA, DEHD DOT, DEHD, DP, DPR PO, DP, MKNA, MACO, DEHD DDS, DP
IV.	Forest Park Management Company - 910 East 38th St.	a. Shaffer Company parking only if 2 buildings are left attached have 2 units in each	5	PO, MKNA, MACO, DP, DEHD
IV.	EM Beck - 915 East 38th St.	a. Convert to double residence b. Check zoning c. Landscape d. Widen walk to 7'	5 5 3 4	PO, DP, MACO, MFCNA, DEHD DDS, DP PO, MACO, MFCNA DOT, DEHD, DP
IV.	Residence - 921 East 38th St.	a. Landscape front - move two trees back (private property)	2	PO, DPR, DP, MACO
IV.	Office building (Independent Life) 925 East 38th St.	a. Redo ground sign b. Buffer to south and west from residence	3 5	PO, MACO, DEHD, MFCNA PO, MACO, DEHD, MFCNA, DP
IV.	Residence - 928 East 38th Street	a. Use as double residence (long-term)	3	PO, DP, MACO, MKNA, DEHD
IV.	Cooper Auto - 932 East 38th Street	a. Small office building - reuse b. Buffer residences to north and west c. Close entrance onto 38th - extend landscape strip along south property line	1 5 5	PO, MACO, MKNA, DEHD, DP PO, MACO, DEHD, MKNA, DP DOT, DEHD, DP, DPR
IV.	The Birth Center - 1003 East 38th St.	a. Check zoning b. Move house for new office building (long-term)	5 1	DDS, DP DDS, DEHD, DP, MFCNA, PO
IV.	1101 East 38th Street	a. Close curb cut onto Watson Road b. Remove large abandoned sign structure c. Remove front 60' of parking lot for landscaping d. Remove curb cut onto 38th St.	5 4 4 5	DOT, DP DDS, DP, PO PO, MACO, DP, DEHD, MFCNA DOT, DP
IV.	Security Benefit Life - 1011 E. 38th St.	A. Relocate for new office building (long-term)	1	PO, MFCNA, DP, DEHD, DDS
IV.	1010 East 38th Street	a. Remove public walk b. Bring new (proposed) building out closer to the street	2 1	DOT, DP PO, MKNA, DP, MACO
IV.	Former Snowbird Ice Cream 1100 East 38th Street	a. Restore train depot (former use) b. Relocate to State Fairgrounds c. Remove business & pole signs	3 4 5	MKNA, State Fair, Historic Pres. State Fair, Historic Pres. DDS, DP, PO, MKNA

SECTION TWO

LONG-TERM ACTION PLAN

Introduction

This series of recommendations addresses long-term improvements to the corridor which will take considerably more planning and coordination to bring to fruition, yet address many of the needs of the corridor if it is to continue to develop and compete with other commercial corridors in the City.

These recommendations are divided into the five subareas. Unlike the short-term recommendations, those listed here look at projects or improvements which affect several properties, and are therefore detailed by subarea block. Groups and agencies which should be involved in implementation are also noted. Dates for the projects are not given, as these recommendations represent the "optimum" development possible. Agencies identified should work together in an attempt to attract this type of development over the next several years while they actively pursue the short-term improvements. Cooperation of all groups and agencies involved is again the key to the overall success of the plan.

Implementing Agency Key

The following list of agencies and groups are noted in the long-term recommendations/action plan by the following acronyms:

BTNA	Butler-Tarkington Neighborhood Association
CCC	College Corridor Coalition
CHNA	Crown Hill Neighborhood Association
D	Developer
DDS	Division of Development Services
DEHD	Division of Economic & Housing Development
DP	Division of Planning
DPR	Department of Parks & Recreation
DPW	Department of Public Works
DOT	Department of Transportation
IPD	Indianapolis Police Department
MACO	Metropolitan Area Citizens Organization
MFCNA	Mapleton-Fall Creek Neighborhood Association
MKNA	Meridian-Kessler Neighborhood Association
MRDA	Maple Road Development Association
MSPC	Meridian Street Preservation Commission
PO	Private Owners
WR	Watson Road Neighborhood

38th STREET CORRIDOR STUDY LONG-TERM RECOMMENDATIONS

SUBAREA	LOCATION/BLOCK	PROPOSED DEVELOPMENT	AGENCIES/GROUPS INVOLVED
I.	200 Block of West 38th St. between Boulevard and Graceland, north side.	Development of two low-rise apartment buildings with a unified central parking area between them. - This development would involve the removal of six houses: four fronting on 38th Street, two fronting on the west side of Graceland.	PO, MACO, BTNA, DP, DEHD, DDS, D
I.	200 Block of West 38th St. between Boulevard and Graceland, southside	Development of a low-rise apartment with a central parking area to be shared with the existing Commonwealth apartments. - This development would involve the removal of five houses and one business, four houses and the business fronting on 38th St., two houses fronting on the west side of Graceland.	PO, MACO, CH, DP, DEHD, DDS, D
II.	200 Block of West 38th St. between Graceland and Capitol, northside	a. Development of a low-rise apartment at the NE corner of 38th & Graceland - to include the next two lots north on Graceland - This development would include the removal of one house. b. Development of commercial facility on the NW corner of Capitol and 38th with parking lot. - This development would include the removal of the existing commercial facility (Gas Station).	PO, MACO, BTNA, DP, DEHD, DDS, D PO, MACO, BTNA, DP, DEHD, DDS, MRDA, D
II.	200 Block of West 38th St. between Graceland and Capitol, southside	a. Development of a low-rise apartment building on SE corner of Graceland and 38th with adjacent center block parking. - This development would include the removal of three houses along the east side of Graceland. b. Development of commercial facility at the SW corner of Capitol and 38th with on-site parking. - This development would include the removal of the existing commercial facility.	PO, MACO, CH, DP, DEHD, DDS, MRDA, D PO, MACO, CH, DP, DEHD, DDS, MRDA, D

38th STREET CORRIDOR STUDY LONG-TERM RECOMMENDATIONS (Cont.)

SUBAREA	LOCATION/BLOCK	PROPOSED DEVELOPMENT	AGENCIES/GROUPS INVOLVED
II.	100 Block of West 38th Street between Capitol Avenue and Kenwood Avenue, northside	<ul style="list-style-type: none"> a. Development of a commercial facility with on-site parking at the NE corner of Capitol and 38th. <ul style="list-style-type: none"> - This development would include the removal of an existing commercial building and one house directly north on Capitol. b. Development of a low-rise apartment building with adjacent parking in center block of the NW corner of Kenwood and 38th. <ul style="list-style-type: none"> - This development would include the removal of an existing commercial building and one house directly north on Kenwood. 	<p>PO,MACO,BTNA,DP,DEHD,DDS,D,MRDA</p> <p>PO,MACO,BTNA,DP,DEHD,DDS,D,MRDA</p>
II.	100 Block of West 38th Street between Capitol Avenue and Kenwood Avenue, southside	<ul style="list-style-type: none"> a. Development of a commercial facility with on-site parking at the SE corner of Capitol Avenue and 38th Street. <ul style="list-style-type: none"> - This development would include the removal of the existing commercial building. b. Development of a low-rise apartment building with adjacent parking to the south on the SW corner of Kenwood and 38th. <ul style="list-style-type: none"> - This development would include the removal of an existing (vacant) commercial building. 	<p>PO,MACO,CH,DP,DEHD,DDS,D,MRDA</p> <p>PO,MACO,CH,DP,DEHD,DDS,D,MRDA</p>
II.	100 Block of West 38th Street between Kenwood and Illinois Streets, northside	<p>Development of parking lot for use by Illinois Street commercial uses and apartment building.</p> <ul style="list-style-type: none"> - This development would involve the removal of a commercial building at the NE corner of Kenwood and 38th. 	PO,MACO,BTNA,DP,DEHD,DDS,D,MRDA
II.	100 Block of West 38th Street between Kenwood and Illinois Streets, southside.	<p>Development of commercial facilities fronting 38th Street and the creation of a large, shared adjacent parking facility.</p> <ul style="list-style-type: none"> - This development would involve the removal of three commercial buildings: <ul style="list-style-type: none"> a. vacant gas station, b. vacant former auto-painting, and c. vacant office building. 	PO,MACO,CH,DP,DEHD,DDS,D,MRDA

38th STREET CORRIDOR STUDY LONG-TERM RECOMMENDATIONS (Cont.)

SUBAREA	LOCATION/BLOCK	PROPOSED DEVELOPMENT	AGENCIES/GROUPS INVOLVED
II.	0-100 Block of West 38th Street between Illinois and Meridian Streets, northside	<ul style="list-style-type: none"> a. Development of commercial facilities fronting both 38th and Illinois Streets. <ul style="list-style-type: none"> - This development would involved the removal of two commercial buildings: a. vacant gas station, b. car sales facility. b. Development of a unified expanding parking area in the block bounded by, Illinois, 39th, Meridian and 38th Streets. <ul style="list-style-type: none"> - This development would include the removal of one commercial (office) building and two warehouse structures. 	PO,MACO,BTNA,DP,DEHD,DDS,D,MRDA PO,MACO,BTNA,DP,DEHD,DDS,D,MRDA
II.	3700 Block of N. Illinois Street, east side	<ul style="list-style-type: none"> Development of apartment building and a parking lot at 3743-3749 North Illinois Street <ul style="list-style-type: none"> - This development would include the removal of all structures related to the existing commercial facility (two connecting structures), and one small converted house. 	PO,MACO,CH,DP,DEHD,DDS,D,MRDA
II.	3700 Block of N. Salem Street	<ul style="list-style-type: none"> Development of apartment building and the unification and expansion of parking facilities on the south side of 38th Street. <ul style="list-style-type: none"> - This development would include the vacation and cul-de-sacing of Salem north of 3742 N. Salem and the removal of four houses, two on each side of Salem St. south of existing parking lots. 	PO,MACO,CH,DP,DEHD,DDS,D,MRDA,DOT
II.	SW Corner of Meridian and 38th Streets	<ul style="list-style-type: none"> Development of a low-rise, mixed use building (apartment, office/retail) <ul style="list-style-type: none"> - This development would include the removal of an existing commecial building. 	PO,MACO,CH,DP,DEHD,DDS,D,MRDA
II.	0-100 Block of East 39th Street north side	<ul style="list-style-type: none"> Development of a unified parking lot for use adjacent offices <ul style="list-style-type: none"> - This development would include the removal of an existing commercial building. 	PO,MACO,MKNA,DA,DEHD,DDS,D,MRDA

38th STREET CORRIDOR STUDY LONG-TERM RECOMMENDATIONS (Cont.)

SUBAREA	LOCATION/BLOCK	PROPOSED DEVELOPMENT	AGENCIES/GROUPS INVOLVED
II.	0-100 Block of East 39th Street, south side	<p>a. SE corner of Meridian Street and 39th Street: Development of an office commercial facility.</p> <p>- This development would include the removal of one converted residential building.</p> <p>b. Mid-Block, 39th Street, south side: Development of a unified parking lot service surrounding apartments and offices.</p> <p>- This development would include the removal or relocation of one converted residential building.</p> <p>c. SW corner of 39th Street and Pennsylvania Street. Development of a low-rise apartment building.</p> <p>- This development would include the removal of one house on the site.</p>	<p>PO,MACO,MKNA,DP,DEHD,DDS,D,MRDA</p> <p>PO,MACO,MKNA,DP,DEHD,DDS,D,MRDA</p> <p>PO,MACO,MKNA,DP,DEHD,DDS,D,MRDA</p>
III.	100 Block of East 38th Street north side; Pennsylvania to Delaware Streets	<p>NW corner of 38th Street and Delaware Street: Development of a low-rise apartment building with a parking lot to the north side.</p> <p>- This development would include the reuse of property currently serving as a residential side yard.</p>	PO,MACO,MKNA,DP,DEHD,D,MRDA
III.	100 Block of East 38th Street south side; Pennsylvania to Delaware Streets	SE corner of 38th Street and Delaware Street: Development of an office commercial facility or apartment building on a vacant site. Parking lots would be developed adjacent to the building on the east and south.	PO,MACO,MFCNA,DP,DEHD,D,MRDA
III.	300 Block of East 38th (3827 Washington Boulevard), east side	Development/unification of a parking lot to service the Oxford Apartments (at 320 East 38th Street), on the north side of the building.	PO,MACO,MKNA,DP,DEHD
III.	300 Block of East 38th Street south side	Development of a unified parking area behind the apartment uses along 38th Street.	PO,MACO,MFRNA,DP,DEHD
III.	E. 38th Street and Central Avenue, SW corner	Upgrading of parking lot for existing commercial use.	PO,MACO,MFCNA,DP,DEHD,CCC,D
III.	E. 38th Street and Ruckle Street, SW corner	<p>Development of an office commercial facility with surrounding parking.</p> <p>- This development would include the removal of one commercial building and one house directly to the south.</p>	PO,MACO,MFCNA,DP,DEHD,CCC,D
III.	E. 38th Street and Ruckle Street, NW corner	<p>Development of a parking lot to service the needs/ expansion of the fire station.</p> <p>- This development would include the removal of an existing commercial building.</p>	PO,MACO,MKNA,DP,DEHD,CCC, Fire Dept.

38th STREET CORRIDOR STUDY LONG-TERM RECOMMENDATIONS (Cont.)

SUBAREA	LOCATION/BLOCK	PROPOSED DEVELOPMENT	AGENCIES/GROUPS INVOLVED
IV	600 Block of E. 38th Street, north side	Rehabilitation of former School #66 into a mixed use office/residential development. Parking would be unified with a new commercial development to the east (see street alterations).	PO,MACO,MKNA,DP,DEHD,DDS,D,CCC
IV	600 Block of E. 38th Street, south side	Development of a unified parking area to the rear of existing apartments.	PO,MACO,MFCNA,DP,DEHD,CCC
IV	38th Street and College Avenue, SW quadrant	<ol style="list-style-type: none"> Rehabilitation of commercial buildings on the SW corner. Creation of a one-way (south) 37th Street with parking developed along 37th Street. Rehabilitation of commercial buildings on College Avenue south of 37th Street. Development of parking lot south of commercial use cited above. <p>- These developments would include the removal of one commercial building.</p>	PO,MACO,MFCNA,DP,DEHD,DDS,CCC,D
IV	38th Street and College Avenue, SE quadrant	<ol style="list-style-type: none"> Rehabilitation of all commercial buildings. Removal of all frontage parking on 38th Street and College Avenue. Development of a unified parking area surrounding commercial buildings. Development of a "walk through" in the MACO building to facilitate pedestrian access to parking. 	PO,MACO,MFCNA,DP,DEHD,DDS,CCC,D
IV	38th Street and College Avenue, NW quadrant	<ol style="list-style-type: none"> Rehabilitation of commercial building 638-50 East 38th Street. Development of commercial "node" of office/retail with unified parking connecting it with School #66 developments. <p>- This development would include the removal of existing commercial buildings (three) now on the site (see also street alterations).</p>	PO,MACO,MKNA,DP,DEHD,DDS,CCC,D
IV	3800 Block of North College Avenue, west side	<p>Development of apartment units north of commercial project noted above. The apartments would continue north to 39th Street.</p> <p>- This development would include the removal of three houses and two commercial buildings.</p>	PO,MACO,MKNA,DP,DEHD,DDS,CCC,D
IV	3900 Block of North College Avenue, west side	Reconversion of two structures from commercial to residential.	PO,MACO,MKNA,DP,DEHD,DDS,CCC

38th STREET CORRIDOR STUDY LONG-TERM RECOMMENDATIONS (Cont.)

SUBAREA	LOCATION/BLOCK	PROPOSED DEVELOPMENT	AGENCIES/GROUPS INVOLVED
IV.	3900 Block of North College Avenue, east side	Removal of former Executone Building and the removal or remodeling of the Wells Building - infill with residential units. Businesses would be relocated to 38th Street commercial buildings proposed. The project would help concentrate the commercial uses as well as separate commercial from residential uses.	PO,MACO,MKNA,DP,DEHD,DDS,CCC,D
IV.	700 Block of East 38th Street, north side	<ul style="list-style-type: none"> a. Development of parking lot to service surrounding commercial. - This development would include the relocation/removal of one house. b. Development of an office commercial building at the NW corner of Carrollton Avenue and 38th Street. - This development would include the removal of an existing (vacant) commercial building. 	PO,MACO,MKNA,DP,DEHD,DDS,CCC,D
IV.	800-900 Blocks of East 38th Street, north side of St.	Development of duplex residential as an infill, all structures in the area would be reconverted to duplex units.	PO,MACO,MKNA,DP,DEHD,DDS,CCC,D
IV.	800 Block of East 38th Street, south side	<ul style="list-style-type: none"> Development of duplexes along block, reconversion of all former residential units to duplexes. - This development would include the removal of one existing commercial use (gas station). 	PO,MACO,MFCNA,DP,DEHD,DDS,CCC,D
IV.	NW corner of E. 38th Street and Winthrop Avenue	<ul style="list-style-type: none"> Development of small office commercial building with support parking. - This development would include the removal of one commercial building (gas station) 	PO,MACO,MFCNA,DP,DEHD,DDS,D
IV.	SW corner of E. 38th Street and Winthrop Avenue	Unification of parking lot for adjacent commercial uses.	PO,MACO,MFCNA,DP,DEHD,DDS,D
IV.	NE corner of E. 38th Street and Winthrop Avenue	<ul style="list-style-type: none"> Development of office commercial building with adjacent parking. - This development would include the removal of an existing commercial building (restaurant) as well as the relocation of the former Monon Railroad Depot (to be incorporated into the State Fairgrounds complex). 	PO,MACO,MKNA,DP,DEHD,DDS,D
IV.	SE corner of E. 38th Street and Winthrop Avenue	<ul style="list-style-type: none"> Development of an office commercial building with adjacent parking. - This development would include the removal of two converted residential structures. 	PO,MACO,MFCNA,DP,DEHD,DDS,D

PART FOUR

DESIGN STANDARDS

DESIGN STANDARDS

these facilities is minimized.

C. Floor area and open space

New development in D-8 and D-9 portions of the 38th Street area should conform to the following floor area and open space requirements:

	D-8	D-9
Maximum Floor Area Ratio	0.60	0.50
Minimum Open Space Ratio	1.18	1.45
Minimum Livability Space Ratio	0.66	0.84
Minimum Major Livability Space Ratio	0.11	0.12
Total Car Space (per unit)	1.00	1.20

These standards for floor area ratios and open space are the same as those in the Dwelling District Ordinance.

A-II. Building Shape - Buildings in the 38th Street area generally have facades and floor plans that are rectangular. New buildings should conform to this. If hip roofs are used instead of flat roofs, the roof should be covered with tile similar to existing buildings.

A-III. Building Materials - Significant residential buildings in the 38th Street area are made principally of brick with details of limestone or terracotta. New buildings should be made of the same materials.

Materials used in remodeling older buildings should be of a quality and style typical to apartment buildings in the area and compatible with the existing elements of the buildings they are placed on. Materials such as rough sawn siding and wooden shakes look out of place on buildings in this corridor and thus should be prohibited.

Mansard and other ornamental type roofs should not be added to buildings because they often cover up or detract from the original character of the building. They also quite frequently become maintenance problems.

Any materials used in the 38th Street area should be as durable and maintenance free as possible. Brick buildings that have never been painted should be painted only if it is

necessary for preservation of the bricks. Painting often takes the character away from a brick building and also necessitates more frequent maintenance than a plain brick building.

- A-IV. Building Color - Typical colors of older buildings are in a neutral range and primarily the natural colors of the materials (i.e., the colors of brick, stone, metal, etc.)

New colors should conform to this.

Color should never be the most immediately noticeable feature of a building.

- A-V. Windows - Apartment buildings in the 38th Street area have 25-30 percent of their exterior walls devoted to windows. New buildings should conform to this. Windows in existing buildings should not be reduced in size or filled in because either of these changes will significantly detract from the appearance of the building.

- A-IV. Building Height - Apartment buildings that have frontage on 38th Street

have typically been either two or three stories (Summit House is an exception). This should be the rule for future development with the maximum height limitations being:

Maximum height
D-8 - 38 feet
D-9 - 50 feet

The ground floors of most apartment buildings in the 38th Street area are raised four to eight feet above the street pavement.

This is done either by raising the site several feet or by raising the ground floor or a combination of both. New construction should do the same.

- A-VII. Mechanical Equipment - Elements of mechanical equipment such as air conditioners, exhaust vents, heating ducts, microwave dishes, and antenna, should be as much out of public view as possible. They especially should not be visible from surrounding streets.

- A-VIII. Awnings - Awnings are fabric structures extended over building doors or windows for the purpose

of shading windows or providing weather protection for pedestrians. Awnings should fit within the window bays of the building.

Awnings can be colorful (striped also) but the colors used should not contrast significantly with surrounding environment.

Metal, fiberglass or wooden awnings should not be permitted.

SITE DESIGN COMPONENTS

Site design is a critical part of any apartment building on 38th Street. The site must provide recreation space, parking lots, and appropriate buffering from surrounding streets. New apartment development in the 38th Street area must have stately yards similar to existing buildings and yet must provide parking that meets present standards. The following standards have been developed with this in mind.

SD-I. Landscaping - Much of the existing landscaped areas on 38th Street are in the yards of apartment buildings. This landscaping helps to buffer pollution, noise, and views.

A. Trees and shrubs - Trees should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Trees should be medium or large with a single straight trunk to eight feet. They should be planted in the ground and not in containers.

Trees planted in urban environments should be a minimum of three inch caliper at time of planting.

Shrubs should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Shrubs used for screening should have dense growth and be at least thirty-six inches high at time of planting.

Trees and shrubs should be adequately maintained to insure proper growth. Dead trees and shrubs

should be replaced as soon as possible.

For more information on the types of trees, shrubs, hedges, and ground covers to use in Indianapolis with information about how to plant and maintain them, see the Division of Planning booklet, Trees and Design on the Indianapolis Landscape.

- B. Tree guards - If tree guards are used on public sidewalks of fifteen feet or less, they should not have an outside diameter greater than one foot six inches. The wide horizontal tree guards either obstruct car doors or the sidewalk. Flat tree grates that can be walked on are a better way of protecting the base of trees.

- C. Planters - In-ground planters are preferred over pots, planter boxes or raised planters.

Plants usually survive better if they are not exposed to wind and cold as they are in pots, planter boxes or raised planters. In-ground plantings are more natural and more easily removed if not wanted anymore. A planter box full of dirt is difficult to remove.

Planter boxes should be used year round with seasonal flowers. If possible, evergreens should be placed in them for the winter months.

SP-II.

Sidewalk Surfaces - Sidewalks should be made of concrete, stone or brick. Patterns of contrasting materials can be created to provide interest and help to delineate paths, activity areas and crosswalks.

Sidewalk surface materials should be integrated into the overall design concept for an area and be compatible with the street furnishings selected for an area. In no case should the sidewalk surface be so busy that it dominates the

image of an area.

Unit masonry should be laid on a smooth and rigid base, so that a level walking surface is provided. Extremely rough walking surfaces, such as cobblestones, should not be used.

SD-III. Automobile Barriers - Automobile barriers should be placed at the outer limits of roadways and parking areas. Concrete or asphalt curbing is a typical barrier. Railroad ties, utility poles laid down, concrete wheel guards, and wood timbers should not be used as curbs.

SD-IV. Bicycle Racks - If bicycle parking is provided, it should be convenient enough to cyclist destinations that it will be used, and yet the parking area should be out of the way of major pedestrian movement. Bicycle parking should be in an area that has constant surveillance to help prevent bicycle theft. Spacing of parking stalls should be at least two feet to allow for easy circulation in and out. Racks that allow for locking

both the wheels and the frame are most desirable.

SD-V. Fountains, Statues and Monuments - While there are now few fountains, statues and monuments in the 38th Street area, it may become desirable to place such an item in the area. In general, these items should be durable, out of the path of pedestrian flow, and designed to fit the site they are to occupy.

SD-VI. Parking - Parking will be a vital component of any new development in the 38th Street area. It should not intrude on pedestrian areas or neighboring residential areas, and yet it should be convenient for residents.

A. Parking layout - Parking entrances, exits, aisles, bays and traffic circulation should be designed and constructed according to the specifications in Architectural Graphic Standards, Seventh Edition, Ramsey and Sleeper, John Wiley and Sons, Inc., New York, N.Y., except that parking spaces

should be provided as set forth below.

- B. Parking space size - Parking spaces should be not less than nine feet in width and eighteen feet in length; provided, however, that the total usable parking space shall be, in no instance, less than one hundred eighty square feet in total area.

- C. Screening - Parking lots should be screened on all sides where they do not abut buildings. This may be either an architectural screen or plant material screen.

1. Architectural screen - Fences or walls should be of "wrought iron" (steel, aluminum or iron), brick, or materials which are compatible with surrounding buildings. Such a wall shall be at least thirty-six inches in height to restrict any

view through it. If a "wrought iron" type fence is used it should either be landscaped in front or be placed upon a thirty-six inch wall to facilitate screening.

2. Plant material screen - A compact hedge of evergreen or deciduous shrubs, at least thirty-six inches in height at the time of planting. Screening should be provided in a strip at least six feet wide. Trees should be included in the strip with spacing depending on species. They should be at least three inches caliper at time of planting. The ground area between such wall, fence or hedge and the front lot line should be planted and maintained in grass, other suit-

able ground cover, or shrubbery. All shrubs and trees should be planted balled and burlapped.

- D. Parking access - Parking lots should have direct access to a street or alley way in such a manner as to minimize interference with traffic movement and should be so designed and located that vehicles should not back from or into a public right-of-way.

- E. Parking surface - The ground surface of every parking lot should be paved with brick, concrete, asphaltic pavement or a similar paving that is durable and dust free. The hard surface should have a definite edge to it; metal edging, curbs, sidewalks, walls, planters, etc.

- F. Parking space markings - Parking spaces should be marked by surface paint or change in materials.

- G. Parking illumination - Lighting should be provided in parking lots with equipment located, shielded and directed so that the lighting distribution is confined to the area to be lighted.

Lighting levels for outdoor parking areas should be 2.0 foot-candles. Lightpoles should be at least twenty feet high but not more than fifty feet high.

- H. Wheel stops - Where a parking lot abuts a public sidewalk or a landscape strip, wheel stops or curbing should be placed two to three feet from the sidewalk to avoid bumper overhangs into the walk or landscape strip.

- SD-VII. Front Yards - Front yards should be landscaped in an open pattern, in grass and shrubbery, trees and/or hedge to provide a partial screening of the building. An ornamental, decorative fence or masonry wall, may be used in conjunction with the landscaping although no

- wall or fence over three feet in height should be used in the front yard. The front yard should not be used for garages, carports, swimming pools, playgrounds, maintenance buildings, off-street parking, etc.
- SD-VIII. Fences and Walls - Fences or walls in the 38th Street area should be of the types described in SD-VI, C, 1.
- Chain link fence should not be used in residential properties having frontage on 38th Street.
- SD-IX. Earth Berms - Berms may be used in conjunction with landscaping to separate conflicting uses as well as buffer noisy or unattractive areas. They are earthen barriers with sloping sides located between areas of approximately the same elevation. They should be landscaped sufficiently to deter erosion and yet they should allow natural surveillance beyond.
- SD-X. Trash Removal - If common trash storage facilities are provided outside, such as a dumpster, they should be completely screened from surrounding view with an architectural or plant material screen.
- SD-XI. Accessory buildings - Buildings such as maintenance buildings, garages and carports should only be placed in a side or rear yard and should be compatible in style, color, materials and scale to the apartment building they serve.
- SD-XII. Swimming pools - Swimming pools should be located in the side or rear yard but no closer than twenty feet to the property line. The pool area should be enclosed by a fence with a self-closing, self-latching back gate. Such fence shall be an ornamental fence, solid fence or a wall and should not be less than five feet in height.
- A buffer screen should be provided and maintained between the pool and the lot lines.
- SD-XIII. Signs - Signs used to identify apartment buildings in the area have typically been either

ground signs or wall signs. New signs should be either of these two types of signs.

Signs should be compatible in color, style, construction, location, etc. with the surrounding environment, as simple and straightforward as possible in identifying buildings, easy to read, and not in competition with or confused with traffic control or safety devices.

- A. Sign types - A ground sign is supported from the ground with a sign surface extending downward to or near ground level. Ground signs, as permitted by the Sign Ordinance, may be no taller than four feet in height.

A wall sign is affixed to an exterior wall of a building, but is one which does not constitute a projecting sign.

- B. Sign materials - A wooden sign is constructed primarily of either wood or ply-

wood. Wooden signs are fairly common in the 38th Street area, especially painted plywood. As long as they are well maintained, wooden signs are acceptable in this area.

A metal sign is constructed primarily of metal, either painted or natural finish. It may be a continuous sheet or individual letters. Metal signs are acceptable in the 38th Street area.

Residential buildings sometimes have signs made out of the materials that the building is constructed of, such as the building name carved in stone. This type of sign is acceptable in the 38th Street area.

Plastic, neon, electronic message, changeable copy and signs painted on the surface of buildings are not appropriate sign types for apartment buildings in the 38th Street area.

C. Sign illumination -
If it is necessary to light a sign for night use it should be done by external illumination only. This should be from concealed sources only: concealed ground lights, valance lights, shaded spot lights, etc. In no case should bare bulbs be used to illuminate or draw attention to a sign.

D. Sign letters -

1. Style - Style of lettering should be selected on the basis of legibility. Helvetica with a combination of upper and lower case letters is an example of an easy to read lettering style. The letters need to be simple and open.
2. Height - A typical maximum height for sign lettering in the 38th Street area is fifteen inches. This

should be the maximum permitted in the area.

E. Sign location -

1. Ground sign - Ground signs should have all portions of their structure behind existing right-of-way lines.
2. Wall sign - Wall signs should be located above or beside an entry door.

F. Sign size -

1. Ground sign - Nine square feet per sign.
2. Wall sign - Nine square feet per sign.

G. Number of signs -

The following numbers of signs should be permitted at apartment developments in the 38th Street area.

1. Lots with one street frontage - one wall sign and one ground sign.

2. Lots with two street front-ages - two wall signs and one ground sign.
3. Lots with three street front-ages - three wall signs and two ground signs.

38TH STREET RECOMMENDED STANDARDS FOR DEVELOPMENT

The following standards are recommended for 38th Street between Northwestern and Fall Creek to (1) guide the development of the corridor plan for the area, (2) give property owners and developers a clear idea of what type of development is appropriate along this corridor and (3) establish guidelines for city planning staff review of zoning and variance cases and the review of any development seeking public assistance or funding.

The design standards will not replace existing zoning ordinances. They deal with many of the same topics as zoning ordinances, but are standards that are tailored to the 38th Street area. Zoning variances may be necessary for situations where these recommended standards conflict with the

requirements for zoning ordinances. The benefits to be gained by applying the standards to area projects, for the individual property owner and for the improved image of 38th Street, will justify the variances to the zoning ordinances.

STANDARDS FOR COMMERCIAL DEVELOPMENT

One of the most distinctive features of an older commercial area is its buildings. Building size, shape, color, materials, etc. do much to establish the character of an area no matter what style or age the buildings are. For any commercial area to have an identifiable character there needs to be some common elements that run through the area e.g., similar architectural style, building age, building materials, etc.

ARCHITECTURAL COMPONENTS

The reasons for developing building design standards are to make sure that new buildings or newly remodeled buildings:

1. Are compatible in color, style, construction, location, etc. with the surrounding environment, and

2. Are easily identifiable with the type of business that they contain.

Minimum setbacks for various streets are as follows:

A-I

Building Setback and Yards

A. Front setback

Older commercial buildings in the 38th Street area have setbacks from the right-of-way line that vary from ten feet to sixty feet. In general new construction should have the same building to site relationship as older buildings in the immediate area that contain similar uses. Some auto related C-3 and C-4 uses (primarily gas stations) that are located at the intersection of major streets may set back near the rear property line to allow for automobile circulation in front of the building. Parking for new commercial structures other than auto related C-3 and C-4 uses, should be located behind the front building line.

Street Frontage
Street Frontage

Minimum
Setback
from
Right-of-
Way Line

38th Street	10 feet
Illinois Street	10 feet
College Avenue	10 feet
Ruckle Street	10 feet
Central Avenue	20 feet
Winthrop Avenue	20 feet
Pennsylvania Street	40 feet
Washington Blvd.	50 feet
Meridian	
N. of 38th St.	60 feet
S. of 38th St.	
on the East	60 feet
S. of 38th St.	
on the West	15 feet

B. Side and rear yards

Side and rear yard setbacks vary widely and any new development should have side and rear yards similar in depth to surrounding, existing development.

Typically side and rear yards in the 38th Street area have been used for parking and loading,

and it is recommended that these uses continue where they meet the standards for parking, loading, setbacks, screening and transitional yards. Wherever possible, parking and loading facilities for several different businesses should be merged so that duplication of these facilities is minimized.

- C. Transitional yards
Transitional yards (where required yards abut or are across the street or alley from a residential, special use or park district) should be a minimum of six feet deep and contain either a landscape strip, fence, or wall (described later).

- A-II. Building Shape -
Buildings in the 38th Street area generally have facades and floor plans that are rectangular. New buildings should conform to this.

- A-III. Building Materials -
Significant commercial buildings in the 38th Street are made principally of terra cotta or metal trim glass, brick, limestone, terra cotta, metal or stucco. New buildings should be made of the same materials.

Side and rear facades of buildings not visible from streets can be made out of materials other than those used on facades seen from streets, but they should be painted or otherwise treated to be compatible with the visible facades.

Materials used in remodeling older buildings should be of a quality and style typical to commercial buildings and compatible with the existing elements of the buildings they are placed on. Materials such as wooden doors with no windows, rough sawn siding, and wooden shakes look out of place on commercial buildings in this corridor and thus should be prohibited.

Mansard and other ornamental type roofs should not be added to buildings

because they often cover up or detract from the original character of the building. They also quite frequently become maintenance problems. Any materials used in the 38th Street area should be as durable and maintenance free as possible. Brick buildings that have never been painted should be painted only if it is necessary for preservation of the bricks. Painting often takes the character away from a brick building and also necessitates more frequent maintenance than a plain brick building.

A-IV. Building Color - Typical colors on older commercial buildings are in a neutral range and primarily the natural colors of the materials (i.e., the colors of brick, stone, metal, etc.)

New colors should conform to this.

Color should never be the most immediately noticeable feature of a building.

A-V. Storefronts - Storefronts in the 38th Street area

typically contain the following elements: transoms, kick plates, entry ways, doors, windows, and ornamentation. These storefront elements should be used in new commercial construction.

New facades should have the same general proportions of storefront framing and window size as older buildings in the area. Similarly when buildings are remodeled, these proportions should not be destroyed.

A-VI. Building Height - Commercial buildings in the 38th Street area are typically one or two stories tall. It is recommended that new buildings conform to this with the two story buildings at street intersections. An exception to this is an area such as Meridian Street north of 38th Street where there is a whole row of buildings over one story. In these situations new construction should be similar in height to the existing buildings.

A-VII. Handicapped Access - Retail stores that attract a large segment

of the general public (supermarkets, ice cream parlors, bakeries, drug-stores, discount stores, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.) should provide handicapped access from parking areas into the building.

A-VIII. Security Screens - Security screens should be the type that allow views through to the storefront when closed; they should be similar to those used in shopping centers. Security screens should be hidden from view when not in use. Completely opaque screens, similar to garage doors, take all of the interest out of the streetscape and therefore should not be used.

Permanently fixed bars on storefront windows should not be permitted.

A-IX. Mechanical Equipment - Elements of mechanical equipment such as air conditioners, exhaust vents, heating ducts, micro wave dishes, and antenna, should be as

much out of public view as possible.

They especially should not be visible from surrounding streets.

A-X.

Awnings - Awnings are fabric structures extended over building doors or windows for the purpose of shading windows or providing weather protection for pedestrians. Recently, awnings have also been used as signs. Awnings can be curved, concave, concave with sides, convex with flat sides and convex with curved sides.

Awnings placed on buildings with more than one ground floor tenant should all be of the same type although they may be of different colors.

Awnings should fit within the bays of storefronts and reflect the storefront proportions. They should be a minimum of eight feet above the sidewalk and should project no more than five feet from the building face.

Awnings should be supported by the building they are placed on. They

should not be supported with vertical members.

Awnings can have the name of the business and business address, that represents the primary business at that address. Lettering should be limited to 25% of the surface area of the awning. There should be no cartoon characters on awnings.

Awnings can be colorful (striped also) but the colors used should not contrast significantly with surrounding environment.

Metal, fiberglass or wooden awnings should not be permitted.

A-XI.

Canopies - Canopies are roof-like projections over doors and windows or they are fabric or roof-like sidewalk covers constructed for the purpose of providing weather protection for pedestrians or accentuating entries.

Any canopy attached to a building, should be made out of materials compatible to those on the building, should fit with-

in the storefronts and should reflect the storefront proportions. They should be a minimum of eight feet above the sidewalk and should project no more than five feet from the building face.

In cases where it is desirable to cover a sidewalk with a canopy, any canopy supports should be out of the way of pedestrian flow and the roof should be as transparent as possible. Canvas sidewalk canopies should not have side curtains that block the pedestrian flow.

A-XII.

Marquees - Marquees are roof-like projections over entrances which sometimes contain signs. They provide weather protection for pedestrians and accentuate entries. There are no marquees in the area and any new one installed would look out of place. Marquees therefore should not be permitted in the area.

A-XIII.

Walkup Windows - Exterior walkup windows are not common in the 38th Street area and are not recom-

mended for future installations, although bank machines are already in the area and should be permitted.

A-XIV. Outdoor Displays - There should be no outdoor display of products (e.g., appliances, roles of carpet, lawn care items, etc.) in the area between the front of the building and the street right-of-way, in any required yards and in any off-street parking or loading areas.

A-XV. Miscellaneous Attachments to Facades - No item attached to the facade of a building and located above a public sidewalk should extend lower than eight feet above the sidewalk. This includes ornamental lights, awnings, canopies, marquees, roof brackets, flags, etc.

SIGNS

The primary purpose of signs should be to identify a place of business so that it can be found by potential customers. Signs should not dominate the environment (buildings, landscaped areas, vistas along streets, etc.)

in which they are placed. When signs are allowed to dominate their environment, visual chaos results and information offered to the public becomes difficult or impossible to comprehend. A set of sign standards, should achieve business identification and a brief description of the primary goods or services provided.

Development of sign standards that are more detailed than the Sign Regulations of Marion County Indiana are to make sure that signs are:

1. Compatible in color, style, construction, location, etc. with the surrounding environment,
2. As simple and straightforward as possible in identifying businesses and their primary products,
3. Easy to read, and
4. Not in competition with or confused with traffic control or safety devices.

Standards -

S-I. Sign Types:

- A. Projecting sign - a sign that is attached to a building and projects outward more than eighteen inches. Projecting signs can block

scenic views and neighboring signs, so projecting signs are not recommended for the 38th Street study area.

An exception to this is in cases such as 38th and Illinois commercial area where there is a continuous canopy that is attached to a series of four or more storefronts. In this instance a small sign may be attached underneath the canopy perpendicular to the building at each storefront displaying the name of business only. The sign should be six inches tall with five inch black letters on a white background. Lettering style should be Helvetica medium using upper and lower case.

- B. Pole sign - a sign which is supported by one or more uprights from the ground. Pole signs, similar to projecting signs, can block scenic views and neighboring signs, so they are not recommended for most instances in the 38th Street area. They may be necessary for some

auto related C-3 and C-4 uses (primarily gas stations) that are located at the intersection of major streets.

- C. Ground sign - a sign which is supported from the ground with a sign surface extending downward to or near ground level. Ground signs, as permitted by the Sign Ordinance, may be no taller than four feet in height. Ground signs should be used only in situations where there is a lawn area of at least twenty feet in depth between the face of the building and the street right-of-way line.

- D. Wall sign - a sign which is affixed to an exterior wall of a building, but which does not constitute a projecting sign. Since wall signs effectively identify businesses but do not block views, they are highly recommended for the 38th Street area.

Content on wall signs should be limited to the identification of

the business only.
"Laundry lists" of
products should be in
the form of window
signs.

E. Roof top sign - a sign
affixed to the roof of
a building. Since roof
top signs are usually
only visible from afar
and since vistas are
limited in a densely
developed area like
38th Street, roof top
signs should not be
permitted in this area.

F. Vertical sign on a
building facade - a
sign running contin-
uously from the lower
level to the upper
level of a building
either a projecting
sign or a sign flat on
the building. Since
this type of sign is
not common in the 38th
Street area (few build-
ings above one story),
and since it can have
the same effect of
blocking views as a
projecting sign, this
type of sign should not
be permitted for the
38th Street area.

G. Cube sign and other
signs with more than
two faces - a sign with

more than two faces in
the form of roof top,
projecting, ground or
pole sign. Since these
signs are necessarily
bigger than a single or
double faced sign, they
should not be permitted
in the 38th Street
area.

H. Awning sign - a sign on
a fabric structure
extended over a build-
ing door or window.
Awnings can have the
name of the business,
and business address
that represents the pri-
mary business at that
address. Since awnings
used as signs combine
the functions of identi-
fying the business,
shading windows and
protecting pedestrians
from the weather, they
are recommended for the
38th Street area. One
drawback is that when a
business changes they
have to be changed
also.

In instances where
public assistance or
development funds are
used to acquire awn-
ings, they should have
business address only
so that they can still
be used when tenants

change.

I. Marquee sign - a sign on a roof-like projection over entrances. A movie marquee is an example. Since this type of sign is not common in the 38th Street area and it has the same effect of blocking views as a projecting sign, it should not be permitted in this area.

J. Canopy sign - a sign on a roof-like projection over a door or window or on a fabric or roof-like sidewalk cover. The only canopy type signs that have been recently used in the area are the ones underneath the canopy at 38th and Illinois (see description under "Projecting sign"). This is the only type of canopy sign recommended for the 38th Street area.

K. Billboard - a sign supported from the ground, affixed to a wall or building roof for a series of alternating advertising. Since billboards have a very significant visual

impact on the area in which they are placed and yet, serve no positive purpose for the surrounding area, it is recommended that they be phased out of the 38th Street area.

Properties that contain billboards should not be eligible for public assistance or development funds.

L. Window sign - a sign placed in, behind, affixed to or painted on a window so that it can be seen from the public right-of-way. Included are neon signs, temporary sale signs, sign boards, and painted signs. Window signs are common in the 38th Street area, and therefore they are recommended for future use.

Window signs may be used to identify the business, list major items sold or advertise sales or prices (sales and price signs should only be temporary).

M. Miscellaneous signs
There are certain types of business identifica-

tion that do not fall into any of the above categories such as large balloons, either on the ground or in the air; portable signs; large statue-like figures; immobile vehicles with signs on the sides, etc. These types of signs are not permitted by the Sign Ordinance.

In general these types of signs simply add to the visual chaos of an area, and therefore are not recommended for the 38th Street area.

S-II. Classification of Content:

- A. Advertising sign - a sign which directs attention to any business, product activity or service that is not the primary business, product, activity or service conducted on the premises upon which such sign is located.
- B. Business sign - a sign which directs attention to a business, building, product, activity or service manufactured, sold or offered

on the premises where such sign is located. Business signs should not contain advertising such as the logo of a product that is not the primary product sold on the premises.

It is assumed that every business in the 38th Street area may have at least one business sign.

- C. Incidental sign - a sign that designates accessory uses direction, identification, information or real estate for sale, rent or lease. It is assumed that businesses in the 38th Street area will have need for incidental signs.

S-III. Sign Construction:

- A. Materials - In general signs should be constructed out of durable materials that are compatible with the surrounding area or the building on which they are placed.

- 1. Wooden sign - a

sign constructed primarily of either wood or plywood. Wooden signs are fairly common in the 38th Street area especially painted plywood. As long as they are well maintained, wooden signs are acceptable in this area.

2. Metal sign - a sign constructed primarily of metal, either painted or natural finish. It may be a continuous sheet or individual letters. Metal signs are acceptable in the 38th Street area.
3. Plastic sign - a sign constructed primarily of plastic, although it may be a plastic face in a metal box. It may be in the form of a continuous sheet or individual letters. Plastic signs are both common and acceptable in the 38th Street area.
4. Neon sign - a sign

made of glass tube filled with neon gas which glows when an electric current passes through it. They are usually placed inside store windows although there are some examples on 38th Street of exterior neon. Neon signs are acceptable in the 38th Street area.

5. Electronic message sign - a sign made up of many individual light bulbs set in a grid and electronically controlled to change the message on the sign. This is not a common sign type in the 38th Street area and therefore it is not recommended for use in the area.
6. Changeable copy sign - a sign board with lettering that can be manually changed to alter the sign message. These signs are acceptable in the C-4 areas shown in the zoning plan.

7. Painted sign - a sign painted directly on the surface of a building. Even though this type of sign has been used in the 38th Street area before, it should not be permitted in the 38th Street area especially in situations where the surface to be painted has never been painted before. When tenants change it is easier to remove a separate sign than it is to remove paint from a building wall.

- B. Sign color - In general signs should have colors that are compatible with the immediate environment in which they are placed. Sign lettering should contrast with the background it is placed on so that it can be read, but it should not contrast so much that it dominates the surrounding environment.

The color of individual letter signs should complement the surface

they are placed on. The dominate feature of any sign that has a background should be the lettering and not the background. Similarly, internally lit signs should generally have a dark background and light letters to feature the letters and not the background.

- C. Sign illumination - If it is necessary to illuminate a sign for use at night, it should be done in such a way that the means of lighting does not dominate the sign.

1. External illumination - lit by shining lights on the sign. This can be accomplished in a number of ways: concealed ground lights, valance lights, shaded spot lights, etc. Bulbs in fixtures that are used for external illumination of signs should be concealed from public view. In no case should bare bulbs be used to illuminate or draw attention to a sign.

2. Internal illumination - lit by fixtures inside the sign that shine through a translucent surface.

Both internal and external illuminated signs are appropriate in the 38th Street area. Neither type of illumination should be by flashing lights, though.

D. Sign letters -

1. Style - Style of lettering should be selected on the basis of legibility. Helvetica with a combination of upper and lower case letters is an example of an easy to read lettering style. The letters need to be simple and open.
2. Height - A typical maximum height for sign lettering in the 38th Street area is fifteen inches. This should be the maximum permitted in the area.

E. Sign location -

1. Pole sign - If a pole sign is used (see S.I.B. above), the bottom edge of the sign should be at least nine feet from the ground, the top edge no higher than twenty feet and all portions of the sign shall be behind the existing building setback lines from adjacent street rights-of-way.
2. Ground sign - Ground signs should also have all portions of their structure behind existing right-of-way lines.
3. Wall sign - Wall signs should be located on the strip of building front located between the top of the first level windows and the top of the facade on one story buildings, and between the top of the first and the bottom of the second level windows of a multi-

story building. They should be located only on the front of building facades with frontage on public streets. Wall signs should be applied so that they blend in with the details of the storefront and not cover decorative brick work, terra cotta features, transom windows, etc.

4. Window sign - Opaque signs placed on windows should be out of the normal vision lines for people on the sidewalk, usually at the top of the window. Name of business signs that can generally be seen through (individual letters) can be at eye level.
5. Incidental sign - Since most incidental signs are smaller than advertising and business signs, and since they may serve a number of different

functions, the location of these signs must be reviewed individually.

It should be said, though, that they should not impede the vision of motorists or be placed in the right-of-way.

F. Sign size -

It is recommended that the maximum amount of sign square footage for all signs on any one street frontage of a business is thirty six square feet. The maximum recommended size for each sign type in the 38th Street area is shown below:

1. Pole sign - Twenty four square feet per sign face.
2. Ground sign - Eighteen square feet per sign face.
3. Wall sign - Thirty six square feet per sign face.
4. Window sign - Permanent signs can be 25% of first floor glass area and temporary signs can be 15% of first

- floor glass area.
5. Incidental sign -
Twelve square feet
for construction
signs and all
others four square
feet.

G. Number of signs -

The following numbers
of signs in the pole,
ground and wall sign
categories should be
permitted in the 38th
Street area.

1. Corner lots - any
of the following
combinations:
One pole sign and
one wall sign
One ground sign and
two wall signs, or
Two wall signs.
2. Interior lots -
One wall sign, or
One ground sign.

STREETSCAPE AND SITE DESIGN
COMPONENTS

The design of the streetscape
(e.g., benches, planters, sidewalk
surfaces, trash receptacles, land-
scaping, etc.) and the layout of
commercial development sites can
have as significant an impact on
the surrounding environment as the

architecture of commercial struc-
tures. Potential customers need
to feel comfortable with the area
they shop in. They need to feel
that it is safe and easy to get
around in. Customers need to be
able to leave their cars in a con-
venient location and have a safe
and interesting walk to their des-
tination.

The reasons for developing street-
scape and site design standards
are to make sure that:

1. Automobile circulation is
safe and easy for the
motorist to understand.
2. Loading areas operate
efficiently and are as
much out of public view
as possible, and
3. The motorist/pedestrian
environment is interest-
ing and attractive.

SD-I. Streetscape Components

Examples of streetscape
components are benches,
trash cans, planters,
kiosks, bus shelters,
lights, landscaping,
banners, flags, sidewalk
surfaces, sidewalk res-
taurants, bollards, foun-
tains, statues, monu-
ments, bike racks, and
telephone booths.

Street furniture should
be used sparingly and

only when there is an obvious need. It should be compatible with its surroundings. Street furniture (such as benches and planters) is sometimes of poor quality and improperly maintained after installation. Many times it is placed where it will never be used.

Materials used in street furniture should be as durable and vandal proof as possible and require a minimum of maintenance. Street furniture that is not maintained should be removed.

Street furniture should be placed and designed so that it does not significantly block pedestrian flow or views of buildings. In most cases, this means near the curb where the sidewalk is already lost to light poles, parking meters, sign poles, etc. Where possible, street furniture should be grouped or combined to reduce the amount of pieces on the sidewalk.

Street furniture should not be placed so that it interferes with car doors, people entering

stores from the street, fire access, etc.

- A. Benches - Benches should be made of durable materials and weigh enough or be fastened in place so that they cannot be easily moved out of place. They should be comfortable to sit on with a seat that is eighteen to twenty inches wide and eighteen to twenty inches off of the pavement. The seat should have at least a four inch overhang to provide space for heels. Two feet of leg space should be provided so that the legs of those seated will not block walkways.

There should be no advertising on benches.

- B. Trash receptacles - Trash receptacles should be of simple design, made of durable materials and weigh enough or be fastened in place so that they can't be blown over by the wind. The opening on trash receptacles should be no higher than 3 feet. Open top receptacles are the easiest to use but are open to the elements and should contain weep holes. They expose trash to the public view and need to be emptied often.

Trash receptacle tops with open sides either with or without spring loaded doors are a

little more difficult to use but hide the trash better.

There should be no advertising on trash receptacles.

- C. Kiosks - In areas where there is a significant demand to post notices and there is enough room, kiosks provide a logical place to post them.

If used, kiosks should be durable and designed at a human scale. If they are open to the free use of the public (not covered with glass or plastic) no portion of the display space should be above an easily reachable height.

- D. Bus Shelters - In cases where significant numbers of pedestrians wait outside, especially at bus stops, some type of waiting area should be provided. This could be anything from a simple seating area to a bus shelter. All waiting areas should be out of the pedestrian flow of the sidewalk.

If a bus shelter is used, it should be designed to blend into the surrounding area and be as unobtrusive and simple as possible. Bus shelters should be as comfortable as possible but not be designed in such a way that they attract vagrants.

Bus shelters should be as durable and maintenance free as possible.

- E. Pedestrian lighting - The purposes of pedestrian scale lighting are to illuminate pedestrian ways, provide security, and to enhance the identity of distinctive areas.

Fixtures selected for a specific site or area should be decorative but at the same time have some relationship to the history or physical features in the area. They should be functional and provide good rendition of color at night.

Typical mounting height of pedestrian fixtures is ten to fifteen feet. Light fixtures should be spaced apart in such a manner that the minimum average maintained horizontal footcandles does not fall below .9 footcandle.

- F. Landscaping - Plants can be used not only to add beauty and interest to otherwise hard surface commercial areas but they can also help to clean the air of pollution and buffer undesirable views, noises, winter winds and harsh sunlight.

1. Street trees - Trees should be selected on the basis of their durabil-

ity, height, form, color and amount of maintenance required.

Street trees should be medium or large trees with a single straight trunk to eight feet. They should be planted in the ground and not in containers.

Trees planted in urban environments should be a minimum of three inch caliper at time of planting.

Shrubs should be selected on the basis of their durability, height, form, color and amount of maintenance required.

Shrubs used for screening should have dense growth and be at least thirty-six inches high at time of planting.

For more information on the types of trees, shrubs, hedges, and ground covers to use in Indianapolis with information about how to plant and maintain them, see the Division of Planning booklet, Trees and Design on the Indianapolis Landscape.

2. Tree guards - If tree

guards are used on public sidewalks of fifteen feet or less, they should not have an outside diameter greater than one foot six inches. The wide horizontal tree guards either obstruct car doors or the sidewalk. Flat tree grates that can be walked on are a better way of protecting the base of trees.

3. Planters - In-ground planters are preferred over pots, planter boxes or raised planters. Plants usually survive better if they are not exposed to wind and cold as they are in pots, planter boxes or raised planters. In-ground plantings are more natural and more easily removed if not wanted anymore. A planter box full of dirt is difficult to remove.

Planter boxes should be used year round with seasonal flowers. If possible, evergreens should be placed in them for the winter months.

- G. Banners - Banners are pieces of fabric that bear emblems, mottos, slogans, etc. Banners placed on building fronts

should fit in with the architecture of the building they are placed on. They should not dominate the building facade. Banners on building facades should only be temporary in nature and not installed for long term use.

Banners placed in the right-of-way should not be placed so that they block significant views along the sidewalk. They should be placed on banner poles that are compatible with other street furniture in the area.

Banners on banner poles can be more permanent in nature. They should be designed so that they last for the period that they are displayed. Damaged or dirty banners should be removed.

Banners should be of simple design and text should be held to a minimum. Banners in the right-of-way should not be used as advertising signs.

- H. Flags - Flags are pieces of cloth that contain symbols or patterns used as national, state or local organizations. They are affixed to a flag staff attached to the building facade or a vertical flag pole. Flags should not be mounted as banners on building facades or horizontally

project into the right-of-way where they will block significant views.

Flags should not be used as signs.

- I. Sidewalk surfaces - Sidewalks should be made of concrete, stone or brick. Patterns of contrasting materials can be created to provide interest and help to delineate paths, activity areas and crosswalks.

Sidewalk surface materials should be integrated into the overall design concept for an area and be compatible with the street furnishings selected for an area. In no case should the sidewalk surface be so busy that it dominates the image of an area. Unit masonry should be laid on a smooth and rigid base, so that a level walking surface is provided. Extremely rough walking surfaces, such as cobblestones, should not be used.

- J. Sidewalk restaurants - All sidewalk restaurants within the public right-of-way should conform to the provisions of the Sidewalk Restaurant Ordinance which requires that they occur on sidewalks wider than twelve feet. They should be no wider than eight feet and must be located next to

retail business property. No portion of the restaurant fixtures should be permanently fixed to the sidewalk. Sidewalk restaurants should not be located in areas where there is a large amount of pedestrian traffic, if the restaurant will block this flow.

- K. Automobile barriers - Automobile barriers should be placed at the outer limits of roadways and parking areas. Concrete or asphalt curbing is a typical barrier. Railroad ties, utility poles laid down, concrete wheel guards, and wood timbers should not be used as curbs.

In areas where a curb is not desirable, some form of separation of vehicles and pedestrians should be provided. Options are bollards, low walls or post and chain.

Bollards are vertical posts approximately twenty to thirty inches in height. They should be made of metal or concrete and should be spaced no greater than five feet apart and no closer than three feet. Concrete bollards should have a scale and design that is compatible with other street furnishings in the area where they are placed. If pipe bollards are used, they should be at least four inches in dia-

meter and they should be capped and painted.

If low walls are used, they should be compatible in materials and design with the adjacent buildings and be no higher than forty two inches. If post and chain is used, they should be metal and not plastic. Posts should be no higher than thirty inches. Both the posts and chains should be painted to prevent rusting.

Guard rails should not be used as vehicle barriers in areas visible to the public.

- L. Bicycle racks - If bicycle parking is provided, it should be convenient enough to cyclist destinations that it will be used, and yet the parking area should be out of the way of major pedestrian movement. Bicycle parking should be in an area that has constant surveillance to help prevent bicycle theft. Spacing of parking stalls should be at least two feet to allow for easy circulation in and out. Racks that allow for locking both the wheels and the frame are most desirable.

- M. Telephone booths - Exterior pay telephones should be the stand up pedestal type or they should be on the side wall of

a building. Telephone booths should not be used because of the space they take from the sidewalk. Telephones should not be oriented so that they attract use by motorists from their cars. This type of orientation compounds traffic circulation problems.

N. Vending machines - Vending machines, other than newspaper vending machines, limited to four feet tall by one foot six inches deep by two feet wide, should not be placed in the public right of way. No vending machine should be placed in front of store windows.

O. Fountains, statues and monuments - While there are now few fountains, statues and monuments in the 38th Street area, it may become desirable to place such an item in the area. In general, these items should be durable, out of the path of pedestrian flow and designed to fit the site they are to occupy.

SD-2. Components of Site Design

Components of site design are parking, landscaping, fences and walls, earth work and loading areas. Development sites should be laid out so that vehicle and pedestrian circulation is both safe and logical.

A. Parking - In an area such as 38th Street that depends heavily on customers arriving in automobiles, parking is very important. It should not intrude on pedestrian environments, and yet it should be easy for the motorist to find.

1. Parking layout - Parking entrances, exists, aisles, bays and traffic circulation should be designed and constructed according to the specifications in Architectural Graphic Standards, Seventh Edition, Ramsey and Sleeper, John Wiley and Sons, Inc., New York, N.Y., except that parking spaces should be provided as set forth below.

2. Standard size car parking - Parking spaces for standard sized cars should be not less than nine feet in width and eighteen feet in length; provided, however, that the total usable parking space shall be, in no instance, less than one hundred eighty square feet in total area.

3. Small car parking - Public parking lots can be laid out with up to 25% small car spaces which are seven and a

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3. Small car parking - Public parking lots can be laid out with up to 25% small car spaces which are seven and a half feet by fifteen and laid out according to Architectural Graphic Standards.

These spaces should be appropriately marked as small car parking.

4. Screening - Parking lots should be screened on all sides where they don't abut buildings. This may be either an architectural screen or plant material screen.

a. Architectural screen Fences or walls should be of "wrought iron" (steel, aluminum or iron), brick, stone or materials which are compatible with surrounding buildings. Such a wall shall be at least thirty six inches in height to restrict any view through

it. If a "wrought iron" type fence is used it should either be landscaped in front or sit on a thirty six inch wall to facilitate screening.

- b. A Plant Material Screen - A compact hedge of evergreen or deciduous shrubs, at least thirty-six inches in height at the time of planting. Screening should be provided in a strip at least six feet wide. Trees should be included in the strip with spacing depending on species. They should be at least three inches caliper at time of planting. The ground area between such wall, fence or hedge and the front lot line should be planted and maintained in grass, other suitable ground cover, or shrubbery. All shrubs and trees should be planted balled and burlapped.

5. Parking access - Public parking lots in commercial areas should not use alleys for access that have established residential uses or residential zoning abutting them.

Parking lots should have direct access to a street in such a manner as to minimize interference with traffic movement and should be so designed and located that vehicles should not back from or into a public right-of-way.

6. Parking surface - The ground surface of every parking lot in a commercial area should be paved with brick, concrete, asphaltic pavement or a similar paving that is durable and dust free. The hard surface should have a definite edge to it; metal edging, curbs, sidewalks, walls, planters, etc.
7. Parking space markings - Parking spaces should be marked by surface paint or change in materials.
8. Parking illumination - Lighting should be provided in parking lots

that are used at night. The lighting equipment should be located, shielded and directed so that the lighting distribution is confined to the area to be lighted.

Lighting levels for outdoor parking areas should be 2.0 footcandles. Lightpoles should be at least twenty feet high but not more than fifty feet high.

9. Wheel stops - Where a parking lot abuts a public sidewalk or a landscape strip, wheel stops or curbing should be placed two to three feet from the sidewalk to avoid bumper overhangs into the walk or landscape strip.
10. Handicapped parking - Retail stores that attract a large segment of the general public (supermarkets, ice cream parlors, bakeries, drug-stores, etc.) and offices that similarly attract the public (banks, public offices, office buildings containing several offices, etc.) should provide parking for the handicapped.

Parking for the handicapped (12'-6" wide) should be provided in public parking lots in the following ratios:

Total Parking in Lot	Minimum Number of Accessible Spaces
1 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 401	8
401 - 500	9
501 - 1000	2% of Total
Over 1000	20% Plus 1 for each 100 over 1000

- B. Front yards - Front yards, where space is available and landscaped front yards are typical, should be landscaped in an open pattern, in grass and shrubbery, trees and/or hedge to provide a partial screening of the commercial use. An ornamental, decorative fence or masonry wall, may be used in conjunction with the landscaping.

- C. Fences and walls - Fences or walls in the 38th Street area should be of the types described in SD-2, A, 4.

Except as a temporary use during construction, chain link should be used only spar-

ingly in the 38th Street area. When used it should not (a) be permitted on sites that contain no structure, (b) be located in yards abutting public streets or on the front property line, (c) be visible from surrounding public streets, (d) be adjacent to, or within 200 feet of residential units, and (e) be any finish other than vinyl clad or painted.

Barbed, concertina, or razor ribbon wire topped fences are not appropriate in commercial areas except for certain industrial sites and in rare instances certain commercial sites where it is out of the public view.

- D. Earth berms - Berms may be used in conjunction with landscaping to separate conflicting uses as well as buffer noisy or unattractive areas. They are earthen barriers with sloping sides located between areas of approximately the same elevation. They should be landscaped sufficiently to deter erosion and yet they should allow natural surveillance beyond.

- E. Loading and service drives - Off street loading should be provided for commercial uses in the 38th Street area in

accordance with the Commercial Zoning Ordinance which is generally summarized below.

1. Minimum area - Each off-street loading space should be at least twelve feet in width by at least fifty-five feet in length, exclusive of aisle and maneuvering space, and should have a vertical clearance of at least fifteen feet.
2. Location and setback - All required loading spaces should be located on the same lot as the use served, and should be so designed and located that trucks should not back from or into a public street. No open loading space should be located in a minimum required front, side or rear yard.
3. Screening - Any loading space on a lot abutting a residential district or separated by an alley from a residential district should be enclosed within a building or screened and landscaped.
4. Surface of loading area - All open off-street loading areas should be paved with concrete or asphalt

pavement to adequately
provide a durable and
dust free surface free of
weeds.

Appendix: 38th Street Design Charrette Results

Department of Metropolitan Development
Division of Planning 1998



"Until the late 1800's Maple Road was little more than a township road flanked by farms and patches of woods. The first major development was Crown Hill Cemetery, laid out in the 1860's on a hill just south of Maple Flats."

"The names "Maple Road" and "38th Street" were used interchangeably from the turn of the century through the 1940's although the name was officially changed to 38th Street in 1920."

"With its easy access, graceful historic structures and major institutions, 38th Street has the potential to be the "Grand Avenue" of Indianapolis."

City of Indianapolis

Stephen Goldsmith, Mayor

APPENDIX TO THE 38TH STREET CORRIDOR STUDY (1985):

38TH STREET DESIGN CHARRETTE RESULTS
1998

INDIANAPOLIS-MARION COUNTY

Stephen Goldsmith, Mayor

CITY-COUNTY COUNCIL

Elwood Black (District #6)

Rozelle Boyd (District #11)

Carlton Curry (at large)

Ron Franklin (at large)

Monroe Gray, Jr. (District #9)

W. Tobin McClamroch (at large)

Marilyn Moores (at large)

METROPOLITAN DEVELOPMENT COMMISSION

Lance Bundles

Lillian Charleston

James Curtis, Sr.

Gene Hendricks

Walter Niemczura

Mel Seitz, Jr.

Steve Schaefer

Robert Smith

Randolph Snyder

DEPARTMENT OF METROPOLITAN DEVELOPMENT

Eugene Lausch, Director

Michael Graham, Washington Township Administrator

DIVISION OF PLANNING

Thomas Bartlett, Administrator

Kaizer Rangwala, Principal Planner

Keith Holdsworth, Senior Planner

Anne Kilponen, Senior Planner

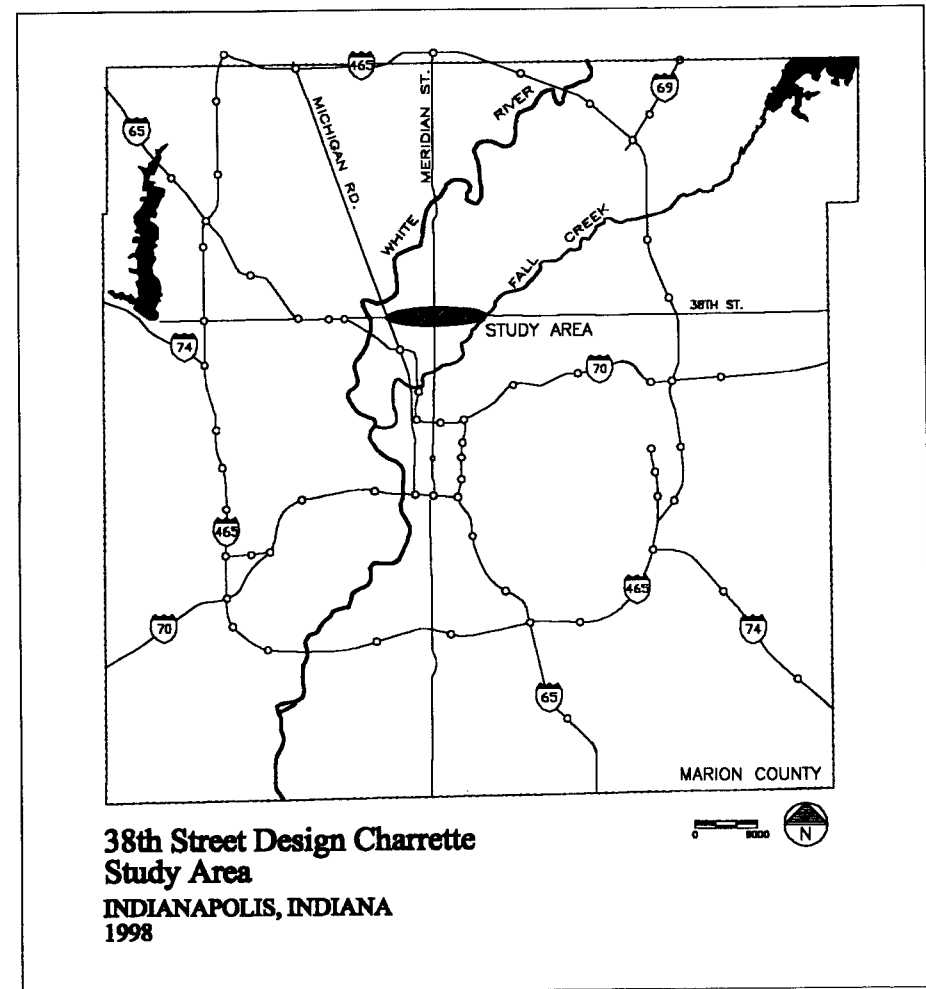
Introduction

A charrette is an intensive design and planning effort that pulls together a team to quickly study a situation and then generate a variety of design solutions. The focus of the 38th Street Design Charrette was the revitalization of 38th Street from Fall Creek to the Indianapolis Art Museum.

Although the charrette was a one-time event, the work that was done will help guide the community for years to come. One of the outcomes of the charrette is this document, which can:

- highlight the historic significance of the corridor's buildings and recommend ways to make these buildings viable in the present day,
- be used to evaluate and comment on proposed new developments and zoning and variance changes,
- be used to evaluate and comment on proposed new public projects,
- focus attention on the needs of the area's businesses and their customers,
- move neighborhood residents and business persons a step closer to solving land use problems and finding the right mix of uses along the corridor, and
- help neighborhood residents and business persons develop a distinct identity for corridor.

Right now 38th Street has "gaps in its smile." The charrette looked at options for filling those gaps, whether they be properties that are vacant, abandoned, or just unsightly. The charrette also looked at ways to retain and build upon the



street's good features.

Charrette Process. The 38th Street Design Charrette took place on May 29-30 and June 1, 1998 in the basement of the North United Methodist Church. The charrette was hosted by

the Maple Road Development Association. The Maple Road Development Association is a group of neighborhood associations that border Maple Road, now known as 38th Street. They have come together, along with the Indiana State Fairgrounds, to improve their common ground.

The Maple Road Development Association enlisted the assistance of the Indianapolis Chapter of the American Institute of Architects (AIA), the Historic Landmarks Foundation of Indiana (HLFI), the City Of Indianapolis Division of Planning and Ball State University College of Architecture and Planning. The charrette was open to everyone with a stake in the future of 38th Street. The charrette was announced to the public through newspaper articles, fliers, posters and presentations to neighborhood associations.

The study area for the charrette was the same as that for the 1985 *38th Street Corridor Study*.

The design team heard presentations by the State Fairgrounds, the Center for Agricultural Science & Heritage, Indiana Department of Transportation consultants, Indianapolis Department of Capital Asset Management, and Indianapolis Greenways. Team members toured the corridor and then conducted interviews with representatives from groups with an interest in the corridor (see box). A public forum was held on the evening of the first day to gather additional public comment.

The second day was spent developing and refining design concepts for the area.

A public presentation was held on the evening of June 1 to present the charrette's results to the community.

Interviewees represented the following organizations:

Black Expo Economic Development Corporation
Butler-Tarkington Neighborhood Association
Christian Theological Seminary
Concerned Neighbors Association
Crown Hill Cemetery
Indianapolis Bond Bank
Indianapolis Chamber of Commerce
Indianapolis Department of Metropolitan Development
Indianapolis Fire Department
Indianapolis Museum of Art
Indianapolis Office of Mobility Management
Mapleton-Fall Creek Neighborhood Association
Marion County Library
Martin Luther King Community Development Corp.
Martin Luther King Multi-Service Center
Meridian-Kessler Neighborhood Association
Mid-North Church Council

Existing Conditions

The 1985 Corridor Study looked closely at the history of and existing conditions along 38th Street. This document will look at changes since 1985 as presented to the design team.

Land use changes. Overall land use has not changed dramatically in the thirteen years since the 1985 plan. Although approximately 25 parcels within the study area are now used differently than they were in 1985, the cumulative effect is probably not obvious due to the way these properties are scattered throughout the study area.

Several trends seemed to emerge. One is that a number of houses that had been converted to businesses in 1985 have been converted back to residences by 1998. Most of these reconversions took place between Broadway Street and Watson Road. Throughout the corridor a slightly larger number of residential properties were changed to commercial uses. Frequently these were conversions of residential structures although in some cases the residential structures were demolished to make way for new commercial development. Most of these changes took place between Illinois Street and Guilford Avenue.

Some new vacant parcels have appeared. However there are fewer vacant parcels in 1998 than in 1985. Formerly vacant sites have been converted to single family housing, multi-family housing, offices, and in one case, a playground.

The largest single change has been the conversion of a vacant school into housing. Although the current conversion of the old Purdue University-Indianapolis site into the Center

for Agricultural Science & Heritage will be a major physical change along the corridor, in land use terms it is the exchange of one special or institutional use for another.

Zoning. From October 1985 to December 1998 fifteen rezoning petitions were approved within the study area. Ten cases converted residentially zoned parcels to commercial zoning districts. These ten cases were for a variety of uses including offices, parking, and retailing.

During the same time period fifteen variances of the zoning codes were granted. Eleven of the variances were for a land use not permitted by the parcel's zoning. Of these variances seven were for commercial uses in residential districts.

The other four variances were for development standards. This is a situation where the land use is not in question, but the way the site is being developed does not meet the standards of zoning ordinance. Three of the four development standards variances were for types or sizes of signs that are not allowed under the ordinance.

These zoning and variance cases indicate a slow erosion of residential districts into commercial uses.

Population. To measure population in the 38th Street vicinity, the 1985 Study relied on the 1980 Census data. Although it is eight years out-of-date, this document must rely on the 1990 Census. The following table looks at changes from 1980 to 1990 for the area immediately surrounding the study area and for the wider area that also serves, and is served by, 38th Street.

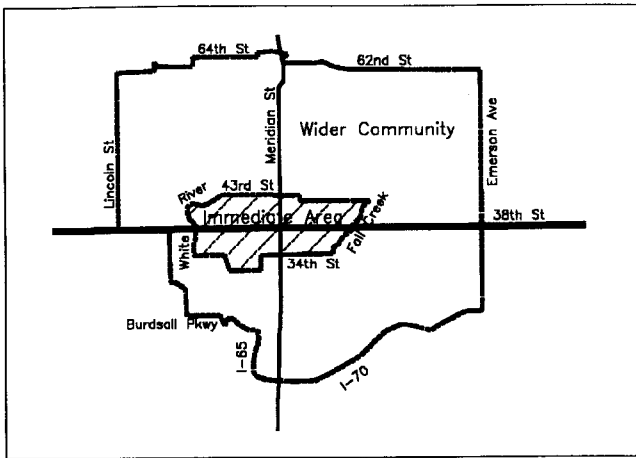
The population decline shown in the chart reflects the national trends of suburbanization and decline in household size.

Selected Demographic Information 1980-1990

	Immediate Area					Wider community				
	1980		1990		Change	1980		1990		Change
	#	%	#	%		#	%	#	%	
Total Population	16,412		14,837		-10%	147,207		129,898		-12%
Persons by age										
18 and under	4,888	30%	4,074	27%	-17%	45,075	30%	34,834	27%	-23%
19 - 64	9,161	56%	8,632	58%	-6%	83,124	56%	77,042	59%	-7%
65 and over	2,363	14%	2,131	14%	-10%	19,008	13%	18,113	14%	-5%
1989 household income by household										
\$0 - \$24,999	3,291	71%	3,493	60%	6%	31,457	70%	26,212	51%	-17%
\$25,000 - \$49,999	1,163	25%	1,495	26%	28%	11,446	26%	15,178	29%	33%
\$50,000 and over	178	4%	848	15%	376%	1,953	4%	10,414	20%	433%
Persons per housing unit - owner-occupied										
1 person	547	19%	806	29%	47%	5,958	19%	7,291	25%	22%
2 persons	892	31%	821	30%	-8%	10,174	33%	9,788	34%	-4%
3 to 5 persons	1,047	36%	960	34%	-8%	11,754	39%	10,425	36%	-11%
6 or more persons	399	14%	196	7%	-51%	2,776	9%	1,404	5%	-49%
Total owner-occupied units	2,885		2,783		-4%	30,592		28,908		-6%
Persons per housing unit - renter-occupied										
1 person	1,717	51%	1,543	47%	-10%	10,498	44%	9,891	43%	-6%
2 persons	788	24%	750	23%	-5%	6,124	26%	5,552	24%	-9%
3 to 5 persons	718	21%	836	26%	16%	5,818	24%	6,334	28%	9%
6 or more persons	145	4%	145	4%	0%	1,419	6%	1,108	5%	-23%
Total renter-occupied units	3,368		3,274		-3%	23,859		22,885		-4%

The "Immediate Area" is defined as the area between White River and Fall Creek and between 34th Street and 43rd Street.

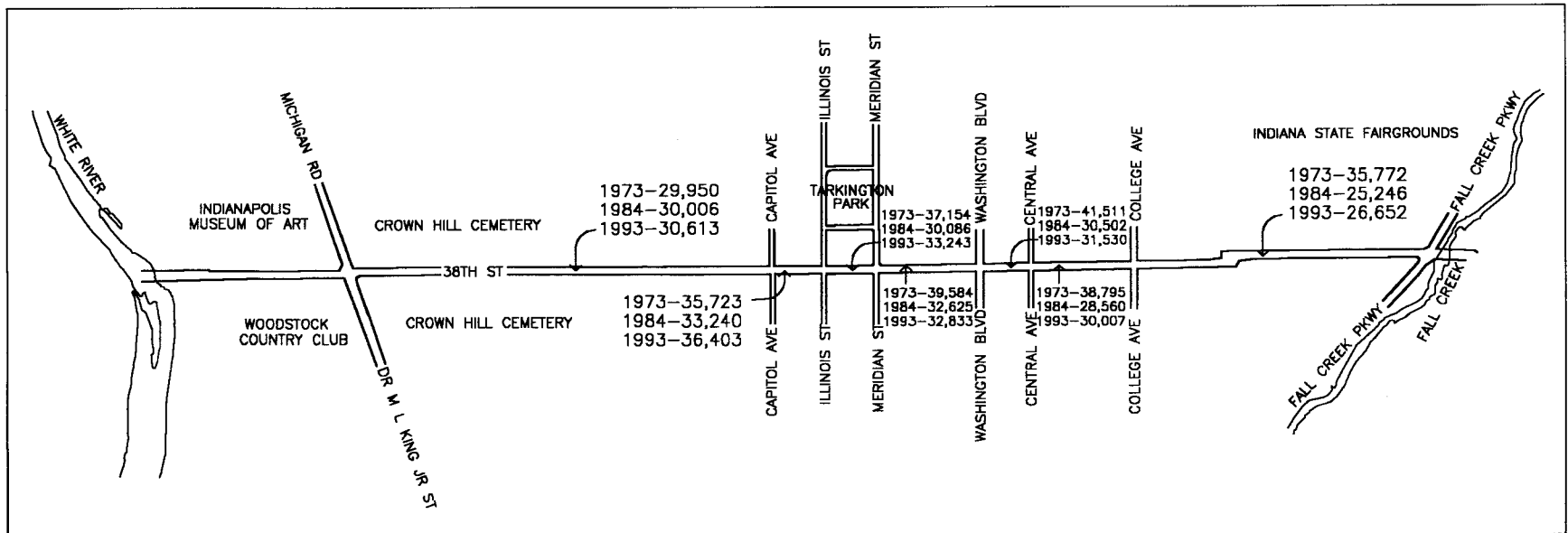
The "Wider Community" is defined as the area within Center and Washington Townships north of I-70/I-65/Burdsall Parkway and south of 62nd/64th Street



Geographic Areas for Selected Demographic Information

Traffic. Unquestionably, 38th Street carries a lot of traffic. The most recent traffic count shows a range of 26,652 to 36,903 vehicles per day moving through the corridor. The eastern end of the corridor has the lowest count while the short segment between Illinois Street and Capitol Avenue has the highest count. These counts make 38th Street one of the busiest streets in the city. For comparison, College Avenue north of 38th Street sees 16,171 vehicles per day and the same street south of 38th Street has a count of 10,209.

Although traffic is heavy, it has not increased significantly since 1984, the count date used in the 1985 plan.



38th Street Traffic Counts-1973, 1984 & 1993

Current Plans

Upcoming projects will have a big impact on the 38th Street community. The following organizations presented their future projects to the design team.

Indiana Department of Transportation (INDOT). The section of 38th Street from Fall Creek Boulevard, North Drive to Meridian Street is also designated as State Route 37 and is the responsibility of the State. INDOT plans to repave 38th Street in August and September of 1998 as a temporary improvement until the street can be rebuilt. Rebuilding of the street is scheduled for 2001. The State is in the preliminary engineering phase of this project. At this time the agency is not intending to change the street's alignment or increase the width or number of lanes.

INDOT is not planning permanent purchase of right-of-way except where necessary to build handicapped ramps on the sidewalks. They do plan to widen the sidewalk to 1.8 meters (approximately 6 feet). They intend to upgrade existing stoplights but are not planning to install lights at additional intersections. Storm sewers, drainage structures, manholes and curb cuts will be improved as needed.

INDOT anticipates a public hearing on their plans in late 1998 or early 1999.

Indianapolis Department of Capital Asset Management (DCAM). This department has the responsibility for planning and overseeing construction of streets and sewers. At this time DCAM does not have any sanitary sewer improvements planned. The only improvements planned to the stormwater

sewers will be in conjunction with improvements to 38th Street pavement.

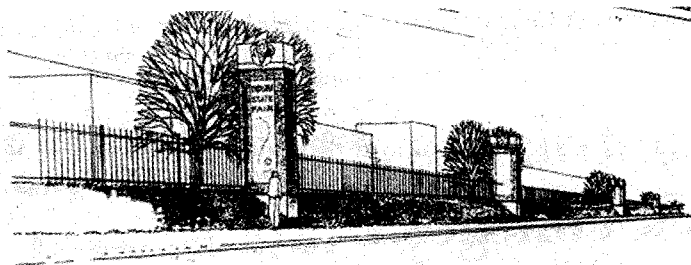
The segment of 38th Street from Meridian Street to Michigan Road/Dr. Martin Luther King, Jr. Street is under the jurisdiction of the City. This section of the street is scheduled to be rebuilt early in the next decade. The City is in the preliminary planning stage of this project.

At this time, the City plans to rebuild the street in its current alignment and width. Details about the project are not available this early in the process. However, at least three public meetings will be held about this project before construction will begin, so the public can have some input into the planning and design process.

State Fairgrounds. The State Fairgrounds is the site of the annual State Fair. The Fairgrounds also hosts hundreds of shows, exhibitions and meetings throughout the year.

Despite having its main entrance on 38th Street, for the most part the Fairgrounds does not show its best face to the street. The 38th Street frontage is dominated by parking and by the sides and backs of the large exhibition halls. At the highly visible corner of 38th Street and Fall Creek Parkway is the Fairground's maintenance area.

Plans announced in March by the State Fair Commission call for landscaping along 38th Street, moving the maintenance area and renovating the Sheep Barn. The new landscape plan shows replacement of the existing chain-link fence with a wrought-iron style fence on a four-foot grassy berm. Brick and concrete pillars will punctuate the fence about every 100 feet. The new fence will run from the main gate to the intersection of 38th Street and Fall Creek Parkway. At that corner the



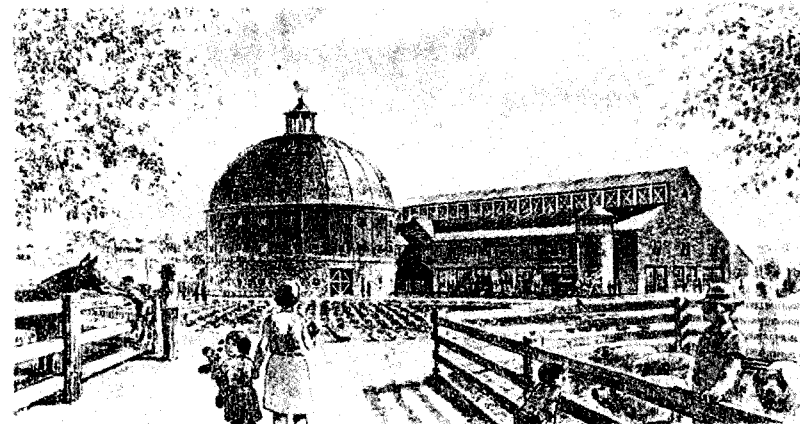
Indiana State Fairgrounds: Proposed fence for 38th Street frontage.

The Sheep Barn renovation will turn the open-air, shed-like structure into an enclosed exhibit hall. The renovated hall will present its front face to 38th Street.

Center for Agricultural Science & Heritage. The former Indianapolis campus of Purdue University is being transformed into the Center for Agricultural Science & Heritage. Two of the school's three buildings are being demolished to make way for the Center's Education Center. This building will resemble a pair of large barns and gives the Center its nickname, "The Barn."

The mission of the Center is to educate the public about American agriculture by showcasing rural life and the production of food and fiber. It intends to portray the people, practices and results of agriculture's past, present and future.

In addition to the Education Center, a greenhouse, farmers market, and conference center are planned. Outdoor exhibits may include a living history farm and displays of antique and



Center for Agricultural Science & Heritage: Artist's rendering of "The Barn".

futuristic crops and farm equipment. The Center will be a year-round attraction that will draw new visitors to this part of the corridor.

Indianapolis Greenways. Indianapolis Greenways is a section of Indianapolis Parks and Recreation.

Greenways punctuate both ends of the study area as well as splitting it. At the east end of the study area is the Fall Creek Greenway. When fully developed the Fall Creek Greenway will include a paved multi-purpose trail starting at Fort Benjamin Harrison State Park and running downstream to the Fall Creek's confluence with the White River. The trail is partially complete. The section from Keystone Avenue to 56th Street was paved in the late 1980's. Grant money has been received to design and build extensions to the existing trail. One extension will lead downstream to 30th Street and will

intersect the Monon Rail-Trail. The other extension will head upstream to the State Park.

Just beyond the western edge of the study area, 38th Street crosses the Central Canal and the White River. These two waterways run roughly parallel from Downtown to Broad Ripple. A greenways path will also stretch from Downtown to Broad Ripple sometimes following the canal and sometimes following the river. Portions of this trail are already in use. Construction of the remaining portions is imminent.

The Monon Rail-Trail crosses 38th Street at the western edge of the State Fairgrounds. The first portion of the trail opened in 1996 and ran from 86th Street south to Broad Ripple. Subsequent extensions take the trail north to the county line and south across 38th Street to Fall Creek. Eventually the path will continue south to the downtown.

At one time the Monon Railroad operated a depot at 38th Street. The Boulevard Station, as it was called, has served a number of commercial functions since rail operations ceased. It will soon be undergoing restoration and will house the Indianapolis Greenways offices.

The Monon, Fall Creek and Canal/White River Greenways are part of a trail system that will eventually be 125 miles long. In the near future, portions of these three greenways will form a pair of large loops that will give trail-users lots of options.

Community Concerns

During the first afternoon of the charrette, representatives of the neighborhood organizations that border 38th Street were asked to discuss 38th Street's strengths and weaknesses as well as their dreams for the street's future. Also interviewed were local community development corporations and representatives of the Mid-North Church Council, an association of churches whose geographic area includes 38th Street.

The results of the interviews can be broken into four broad categories: infrastructure, business, residential, and image.

Infrastructure. Not surprisingly, most infrastructure concerns centered around the condition of the street. The speed of traffic passing along the corridor was a frequently mentioned concern as was the need for a better pedestrian environment.

The idea was expressed that 38th Street should be viewed as a city street and not as a high-speed highway. To strengthen this image, distinctive street lighting, trash cans, and easier pedestrian access across 38th Street were recommended.

Many of the north-south streets in the study area are one-way. This was seen as a problem by many of the interviewees because moving traffic efficiently seems to be given a higher priority than sustaining a sense of neighborhood.

One interesting suggestion was the use of removable sidewalks. Utilities could be put under the sidewalks so that the street would not have to be torn up whenever utility repairs or replacement was needed.

Other suggestions included synchronized lighting and improved alleys.

Because of the imminent repaving of 38th Street, a “window of opportunity” is present that may not come around again for 30 years.

In addition to the bricks-and-mortar infrastructure, there is also a social service infrastructure. Many of the social service needs are met by the Martin Luther King Multi-Service Center and by churches in the area. Neighborhood and church leaders expressed a need for additional, health, youth and indoor recreation services.

Business. The neighborhood-scale commercial areas at 38th and Illinois Streets, and 38th Street and College Avenue were listed as assets by interviewees.

Among the concerns of the interviewees were poor building maintenance, lack of quality lodging, lack of some basic types of neighborhood retailing, lack of entertainment (theaters, bowling, skating) and loitering around certain businesses.

Ideas for improving the business climate along 38th Street included formation of a business association, more service shops, and increased pedestrian activity. Mixed use buildings with commercial uses on the first floor and residential uses above were seen as a possibility.

Neighborhood residents expressed the opinion that the area surrounding 38th Street has the buying power to attract new businesses to the area and to retain the existing businesses. The need for a marketing study was expressed.

Several commercial areas were mentioned as needing improvements: the northwest and southwest corners of 38th Street and College Avenue, the intersection of 38th Street and Capitol Avenue, and the southeast corner of 38th and Meridian Streets.

Residential. Interviewees listed as an asset the vintage housing along the corridor. Also of note were the Summit House and the rehabilitation of the old Henry P. Coburn School #66 as housing.

Interviewees saw a need to raise residential property values by reducing illegal drug traffic and by increasing building maintenance. A need for condominiums was expressed.

Ideas for improving the viability of the apartment houses along 38th Street included increasing landscaping and lighting, adding entrances from 38th Street, and providing gated parking.

Mixed use buildings with commercial uses on the first floor and residential uses above were seen as a possibility.

Several specific residential properties were mentioned as needing improvements: 208 E. 38th Street, 619-621 E. 38th Street, 623-633 E. 38th Street, 824 E. 38th Street, the northeast corner of 38th and Ruckle Streets, and the northeast corner of 38th and Delaware Streets.

Image. Interviewees expressed the opinion that 38th Street does not have a strong image or identity. However, the potential to forge a strong, positive image is great. With such assets as the Indianapolis Art Museum, Indiana State Fairgrounds, and Crown Hill Cemetery, 38th Street could become the “Grand Street” of Indianapolis. Other assets include the historic structures, the neighborhood commercial area at Illinois Street and the dual landmarks of North United Methodist Church and the high-rise Summit House facing each other across the intersection of 38th and Meridian Streets.

Some of the detriments to 38th Street’s identity are panhandlers and stoplight vendors, boarded and run-down buildings, amount and speed of the traffic, a downward spiral

of building tenants and conditions, and zoning and health violations.

The street also has an image of being a dividing line and a barrier. The force of this barrier might be lessened by better pedestrian links across the street. Already students from south of 38th Street have to cross to get to their school on the north side. By reducing the barrier, the neighborhoods on either side of 38th Street might be more strongly linked together.

It was important to the interviewees to maintain the street's architectural integrity, to keep the buildings up to the street with parking in the rear, to build community and maintain diversity, and to project an image of viability and stability.

Observations

Many of the charrette participants were extremely familiar with 38th Street. Others, such as the Ball State students, were not. A tour of the corridor was given during the charrette's first morning to acquaint or re-acquaint the team members with the street and its environs.

By touring the street, the team members observed first-hand many of the conditions, both positive and negative, that the neighbors would express in the afternoon's interviews. The team members also made some additional observations. They felt a sense of visual chaos in some portions of the street that was created by the varied setbacks and signage.

They also noted was the number of defunct gas stations that had been converted to new uses. While the reuse of the old stations was an asset, the buildings and sites were more often liabilities. The small scale of the buildings, usually set far back from the street within a wide swath of parking on all sides, contribute little to the overall streetscape.

Another observation was that although 38th Street is home to some of the city's major institutions, they can be hard to find for persons not familiar with the area.

The mid-rise and high-rise buildings in the vicinity of the 38th and Meridian Streets intersection gave rise to the idea of this area becoming a mini-central business district.

Charrette Proposals

Having seen and heard a great deal about 38th Street, the team began to use their design and planning skills to think about the problems that were presented and how to solve them. They worked as individuals, in small groups and as an overall group to brainstorm and then refine their ideas and solutions.

Because of the quick, intense nature of a charrette, not every idea was fully fleshed out and integrated with all the other ideas. There are contradictions among the proposals. Some proposals are small and practical, some are whimsical, others are quite futuristic and widespread in their impact. That is all okay. The purpose of the charrette is to inspire people to think creatively, set goals, and then to act.

Not all of the charrette proposals will be constructed, nor should they be, nor can they be. However they are presented here as a basis for further work. It will be the responsibility of the neighbors, neighborhood organizations, business people, area institutions and the City and State to work out the contradictions, establish priorities and further refine these ideas into series of projects that can transform 38th Street.

The entire length of 38th Street stretches from the east county line to the Eagle Creek Reservoir dam, nearly on the county's west border. This route makes 38th Street one of the few cross-county streets in Indianapolis. The character of 38th Street varies greatly across the county. The segment within the study area is distinct from the other parts of the street. It is physically set apart by the natural boundaries of Fall Creek and White River; it is home to large institutions such as the State

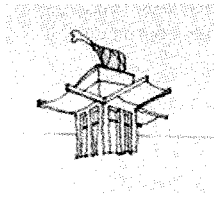
Fairgrounds and Crown Hill Cemetery; and its buildings tend to be older and/or larger.

Even within the study area, the character of the street seems to change from area to area. The land use, the size and age of the buildings, the building setbacks, the types of businesses and the amount of lawn and landscaping all contribute to the distinctiveness of any one place along the street.

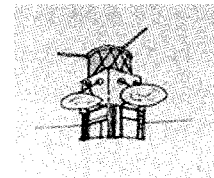
The design team recognized both the integrity of the study area as a whole and the value of its distinct parts.

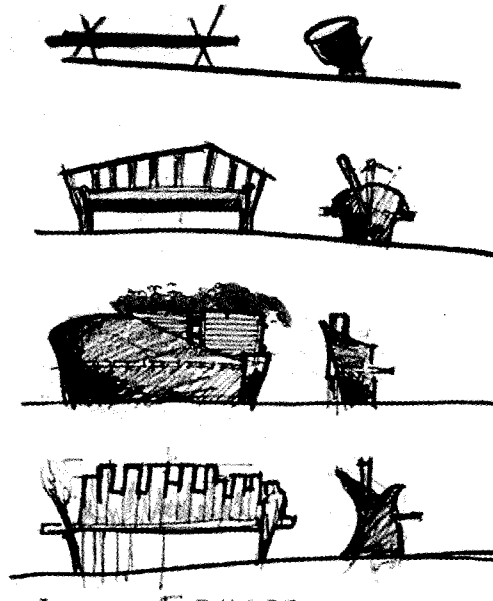
Thus the charrette proposals can be divided into two sections: overall design proposals, and design proposals for specific areas or "thematic zones".

Overall Design Recommendations.



Although the character of 38th Street varies throughout the study area, it is a geographically distinct area. The charrette's overall design framework for the study area was to establish a recognizable identity or design palette for the entire study area that can be modified as appropriate for each zone. For example, a proposal was made to erect large sculptural objects at intervals along the corridor. The objects would be similar in size, height, materials, and placement but the subject would change according to zone. An agricultural or food theme might be appropriate for the Fairgrounds area while a music theme might be used for a district dedicated to youth.





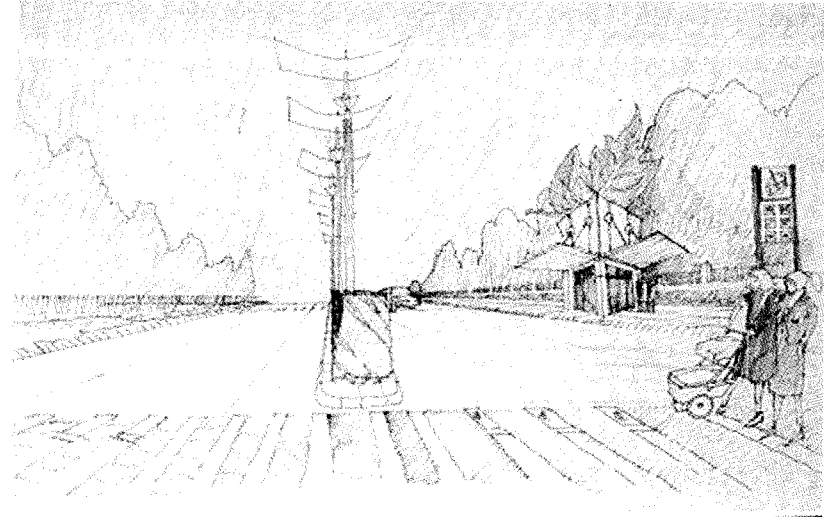
Distinctive benches for 38th Street: Front and side views.

The charrette proposed that the elements that make up the streetscape, the site furniture, be distinctive to 38th Street. Site furniture includes the lighting, bus shelters, benches, signs, trash cans, newspaper boxes, planters, drinking fountains, etc.

The sculptural items mentioned above should be visually integrated with the site

furniture. They could also physically be part of the site furniture, acting as small bus shelters or vending kiosks. The sculptural objects could also form part of larger gateway structures that would denote the entrances to the Maple Road corridor. These over-the-street structures might be located at Michigan Road, Meridian Street, College Avenue, and Fall Creek Parkway.

A coordinated system of directional signs to the corridor's major destinations is proposed. This "wayfinding" system would provide information to visitors, improve the efficiency and safety of travel and promote the corridor's points of interest.

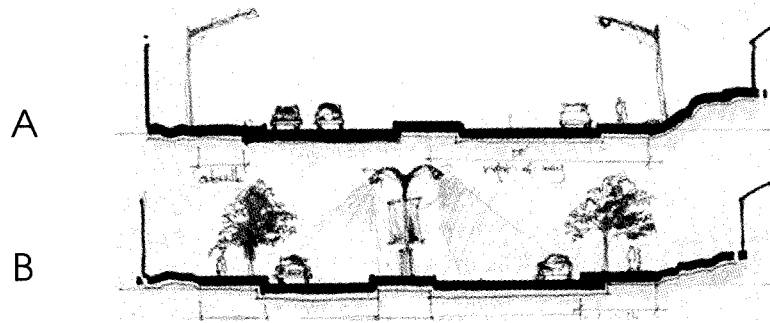


Proposed streetscape: Lighting and landscaping in median, wayfinding signs and vendor's kiosk in background.

The western part of the corridor is graced with wide medians planted with maple, honeylocust and ornamental pear trees. The narrower medians on the rest of the corridor are undistinguished concrete monoliths. Where possible landscaping in the rest of the medians is proposed. Streetlights could be mounted on poles in the medians. These poles could also carry banners.

Improvement of the pedestrian environment is an overall goal of the charrette. A design element that can remind drivers to be alert for pedestrians is paving the crosswalks in a distinctive material such as bricks, cobbles, or specialty pavers.

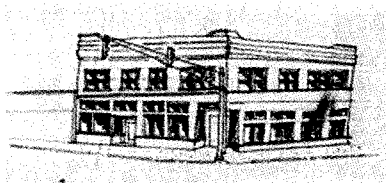
Little space exists within the current 38th Street right-of-way to improve pedestrian safety. Loss of any of the existing pedestrian space due to street widening is to be avoided.



Street sections:

A: Existing cross-section

B: Proposed cross-section showing light standards with banners in the median plus landscaping.



Commercial infill: typical two-story structure relates to existing architecture.

reflect the rhythm of building spacing along the street and project an image of stability and vitality.

Design Proposals for Specific Areas.

The Green Zone. The west end of the charrette study area is the intersection of 38th Street and Michigan Road/Martin Luther King Street. This is a “green” intersection with the wooded grounds of the Indianapolis Art Museum on the

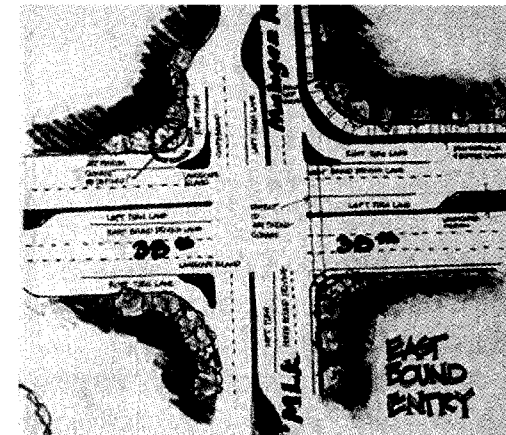
Commercial infill structures are recommended in many places along the corridor. Infill structures should use similar massing, materials, window patterns and general detailing as the existing historic commercial structures. They should

northwest, Woodstock Country Club on the southwest and Crown Hill Cemetery on the two east corners. The greenness continues east to include the mature, stable residential area from Clarendon Road to Graceland Avenue. In the parlance of the charrette this area became known as the “Green Zone”, also as the “Arts Zone” and “Culture Zone” in reference to the Art Museum.

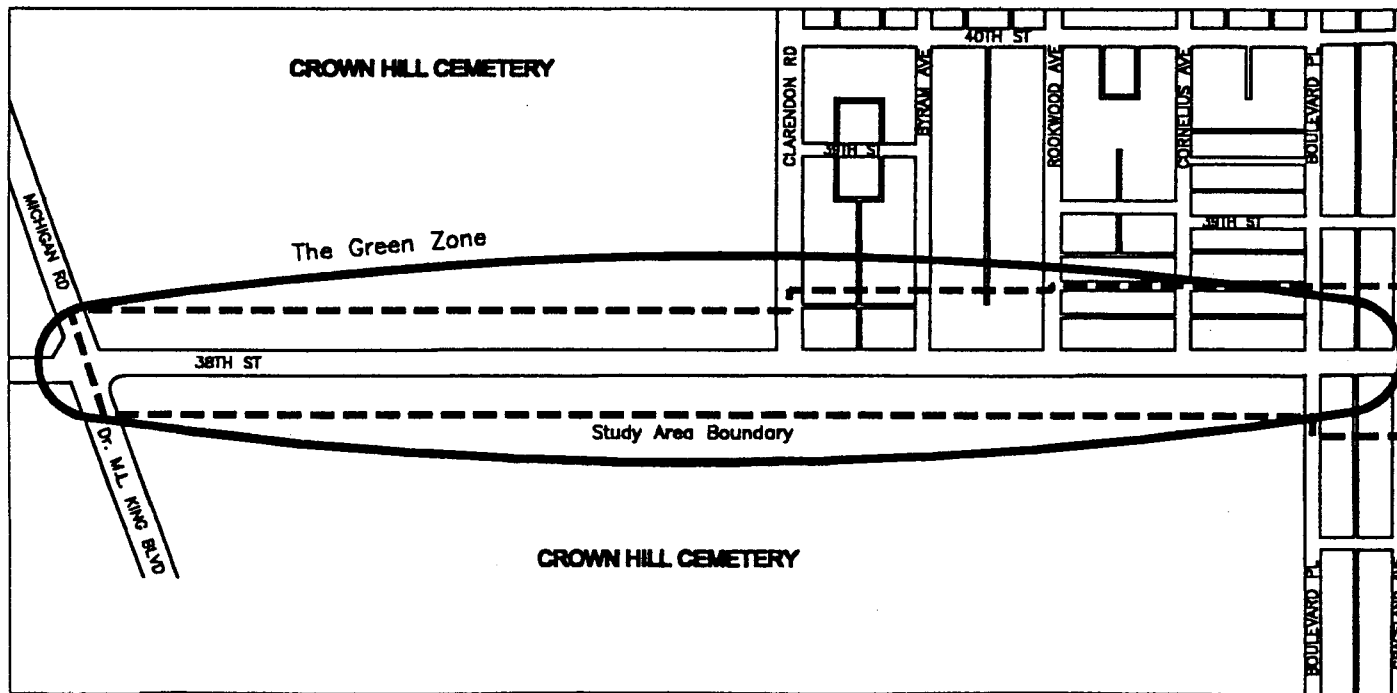
Although just outside the study area to the west, a proposal was made for the banks of the White River and the Central Canal. This area is visible to drivers traveling east on 38th Street into the study area. A landscaped entry at this point could set the tone for the rest of the corridor.

Pedestrian access to Crown Hill Cemetery and the Indianapolis Art Museum was requested during public input.

This request was made for recreation reasons (walking for fun or fitness) as well as for transportation reasons (walking to get to a destination). To accommodate this request, it was proposed to remove the existing four-foot wide curbside sidewalk along the north edge of 38th Street from Clarendon



Intersection of 38th Street with Michigan Road/ Dr. Martin Luther King, Jr. Street: Removal of right turn lane onto Michigan Road, relocation of the sidewalk and provision of bus shelters.



The Green Zone: This is one of several distinct portions of the 38th Street corridor. The Green Zone includes the landscaped grounds of Crown Hill Cemetery and the neighboring residential area filled with mature trees.

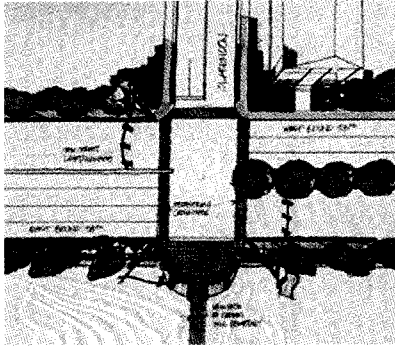
Road. A new six-foot wide sidewalk would be installed along the Cemetery fence creating a buffer area between the street and the sidewalk.

As currently configured, the north sidewalk narrows down to two feet as it approaches Michigan Road due to a right turn lane for vehicles headed west on 38th Street that turn north on Michigan Road. The turn lane could be removed and the existing outside lane be used for turning. This proposal would provide room for a safe and comfortable sidewalk.

The sidewalk should continue across Michigan Road to the entrance of the Art Museum. Once on the Art Museum grounds, pedestrians should be able to access the trail on the Central Canal towpath. A new sidewalk should be built on the east side of Michigan Road to link 38th and 42nd Streets. A sidewalk is also recommended on the west side of Martin Luther King Street leading to Bertha Ross Park.

Although there are not a lot of nearby homes, there is a lot a pedestrian traffic in this area because it is a bus route transfer area. Bus shelters and/or paved waiting areas are recommended for the 38th Street and Michigan Road/Martin Luther King Street intersection.

A new sidewalk is also proposed for the south side of 38th Street from Boulevard Place to Clarendon Road. This sidewalk should be six feet wide and built away from the street as well. Pedestrians headed west on this sidewalk from Boulevard Place would either cross 38th Street to continue along the north side



Intersection of 38th Street and Clarendon Road: Pedestrian entry to Crown Hill Cemetery, relocated sidewalk on the north side of 38th Street, new sidewalk on the south side of the street.

or would turn into Crown Hill Cemetery through a proposed pedestrian entry gate. The entry gate would be on axis to Clarendon Road and set into a semi-circular portion of wall with built-in benches.

Installation of street trees is recommended throughout this area.

Another charrette proposal was to recommend the residential area north of 38th Street between Clarendon Road and Illinois Street be designated

as a local historic district. Local historic districts confer status and also provide protection to the historic resources that give the area a distinct and identifiable setting. Construction, demolition, relocation of structures and exterior modifications would be reviewed for approval by the Indianapolis Historic Preservation Commission.

The "McKissack District" was recommended as a name for the historic area in honor of McKissack & McKissack, one of the nation's first black-owned architecture firms. They were based in Indianapolis and designed the home at the corner of 38th Street and Clarendon Road.

The retention of Crown Hill Cemetery as a special use and of the housing west of Graceland Avenue as residential is generally consistent with the 1985 land use plan.

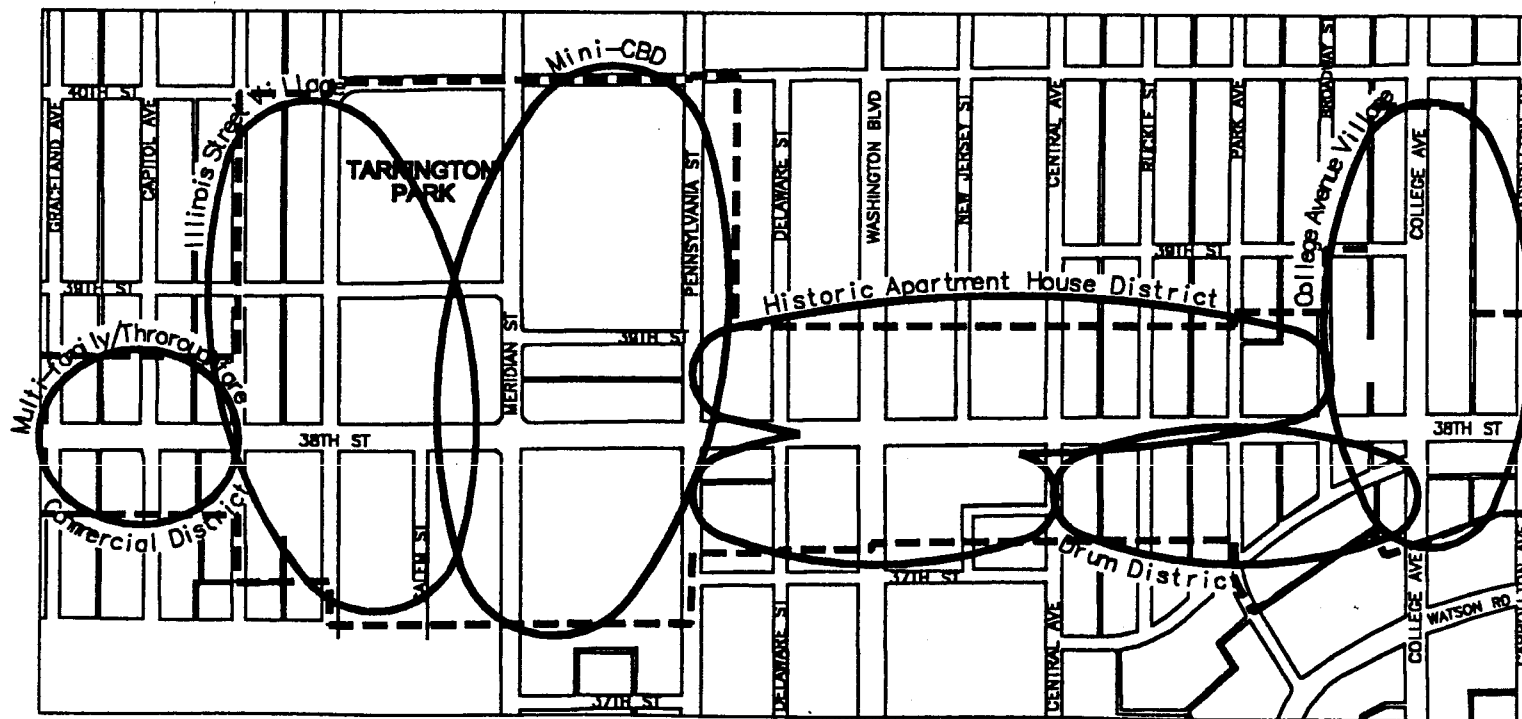
The Multi-family/Thoroughfare Commercial District. The segment of 38th Street from Graceland Avenue to Watson Road is a mix of residential and commercial properties of various scales and intensities that seem to flow and merge together without distinct boundaries.

The segment of 38th Street from Graceland Avenue to Kenwood Avenue is a mix of commercial, residential and vacant parcels. The 1985 plan recommended multi-family housing along both sides of the street in this area with the exception of a commercial node on the four corners of 38th Street and Capitol Avenue. One of the charrette's work teams reinforced this recommendation and suggested that this area is a location for thoroughfare-oriented commercial uses. Thoroughfare-oriented commercial uses are those uses geared to travelers such as gas stations, fast food and lodging.

This area represents one of the contradictions within the charrette proposals. A second work group proposed a block-long one-story commercial building, placed on the street frontage with parking behind for the north side of the western block. This group also proposed an off-street bus shelter and transfer station for the north side of the eastern block.

The Illinois Street Neighborhood Commercial Village. A neighborhood shopping area with low rise buildings and mostly neighborhood-oriented businesses extends both north and south of 38th Street on Illinois Street. Both the charrette and the 1985 plan recommend that this area remain and be strengthened.

Infill commercial structures are recommended for several sites in this district: a one-story structure on the northeast

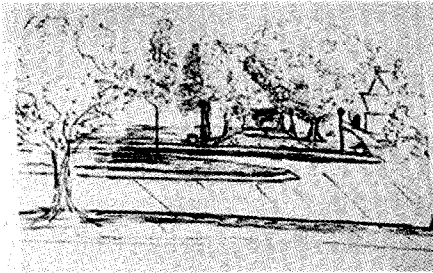


From Graceland to Carrollton Avenue: The charrette participants identified six different zones in the central portion of the corridor.

corner of 38th Street and Kenwood Avenue and a two-story structure on the northeast corner of 38th and Illinois Streets. A mid-block infill structure on the south side of 38th Street between Kenwood Avenue and Illinois Street could be part of a larger neighborhood grocery store development.

Another commercial infill structure could connect existing commercial structures on the east side of Illinois Street between 39th and 40th Streets.

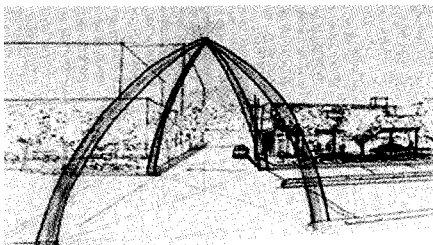
Tarkington Park occupies a full city block between Illinois and Meridian Streets from 39th to 40th Street. Unfortunately this vital green space is not very obvious or visually accessible from 38th Street. Creation of a mid-block, landscaped open space could provide a view to the park from 38th Street. This visual link could terminate on the south in a outdoor seating area at the southwest corner of 38th and Salem Streets.



A mid-block view to Tarkington Park from 38th Street would strengthen the visual connection between the street and the park.

As a mini-CBD, underutilized properties would be redeveloped with mid-rise and/or high-rise offices and apartments. The recommendations of the 1985 plan allow for these uses and the illustrative plan shows a mid- to high-rise building on the southwest corner of 38th and Meridian Streets.

A new mid-rise mixed use building is proposed for the southeast corner of 38th and Meridian Streets. This building is



38th and Meridian Streets: A pair of joined arches over the intersection would be a landmark gateway.

However no existing commercial structures should be demolished to accommodate this proposal.

The Mini-CBD. A number of mid-rise to high-rise buildings extend both north and south of 38th Street on Meridian Street. This area was viewed as having the potential to be a

envisioned as having below-grade parking, ground floor commercial uses, and upper floor apartments and/or offices.

A similar structure was proposed by one charrette work group for the southwest corner of the same intersection.

However another work group suggested a park with a water feature on this site.

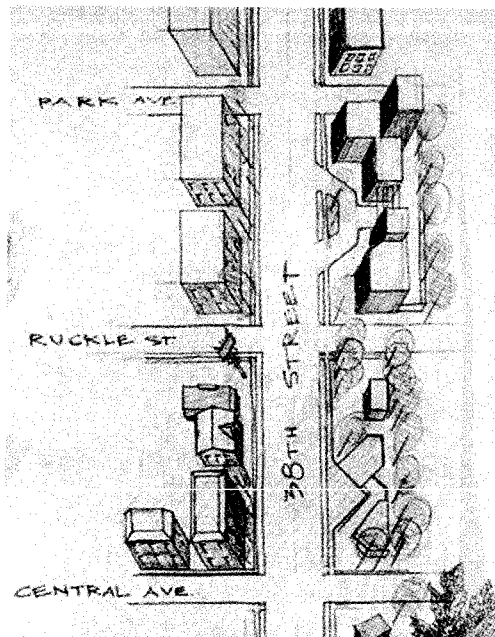
The intersection of 38th and Meridian Streets is one of the proposed sites for a gateway structure. One suggestion for a gateway structure at this intersection is a pair of joined arches reaching over the streets.

Additional landscaping is recommended on both sides of 38th Street between Meridian and Pennsylvania Streets.

The Historic Apartment House District. The character of 38th Street from Pennsylvania Street to Broadway Street on the north and from Pennsylvania Street to Central Avenue on the south is a mix of historic apartment houses, large single-family homes and similarly scaled commercial buildings. Large single family homes, some converted to offices, line the side streets. The recommendation of the both the charrette and the 1985 plan is to retain the character of this area and to strengthen it. A thematic historic district is proposed to protect the apartment houses. (See pages 21-32)

Any infill construction in this area should respect the scale, siting, and character of the existing structures.

The Drum District. The south side of 38th Street from Central Avenue to College Avenue contains a mix of old commercial buildings (some of which are vacant), apartment buildings and underutilized commercial sites. The design team saw this as an area where major changes could occur. The presence of a recording studio and the need for activities for the neighborhood youth inspired the recommendation of this area for a youth-centered retail, entertainment, and social service zone. In the language of the charrette, this became known as the "hip hop zone" or "drum district".



A portion of the Drum District showing a youth center at the upper right and a outdoor stage at the lower right.

relocated into the infill commercial structures proposed along the street. One concept of the youth center is a building resembling a series of stacked blocks.

Related to the youth center would be an outdoor performance space on the southeast corner of 38th Street and Central Avenue.

The commercial structure at the southwest corner of 38th Street and College Avenue could be reused to house a specialty grocery, deli, bakery, pizza restaurant or ice cream shop.

In the center of the drum district, the block between Ruckle Street and Park Avenue, is the proposed site of a youth center. The center could house child care, a safe house, clinic, recreation space, library/reading room, theater, skating rink, big brother/sister programs, family counseling, a playground, etc. Construction of the youth center would require the demolition of four small buildings. The businesses in these buildings could be

Street furniture in the drum district should be fun, not serious. For example, bus shelters could be shaped like maple leaves.

The College Avenue Neighborhood Commercial Village. A neighborhood commercial center is centered around the intersection of 38th Street and College Avenue. It is recommended that this area be retained and strengthened as a neighborhood-oriented area.

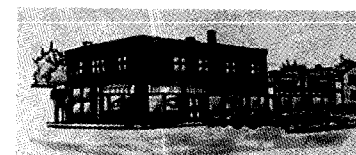
Adaptive reuse of the structures on the northwest corner of 38th Street and College Avenue is recommended. Some of the suggested uses are a station for the bicycle police, a bus station and a corner green space.

The west side of College Avenue from 38th Street to 39th Street is a mix of commercial uses in a mix of commercial and residential structures. Redevelopment of this block as an integrated commercial center geared to neighborhood use is proposed.

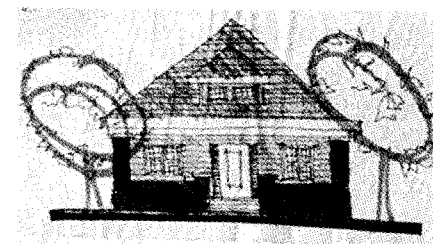
Mixed Residential Zone. East of Carrollton Avenue to Watson Road is a mixed multi-family and single family residential area with some small scale commercial properties



Bus shelter in the form of maple leaves.



Southwest corner of 38th Street and College Avenue: Adaptive reuse of existing structure.

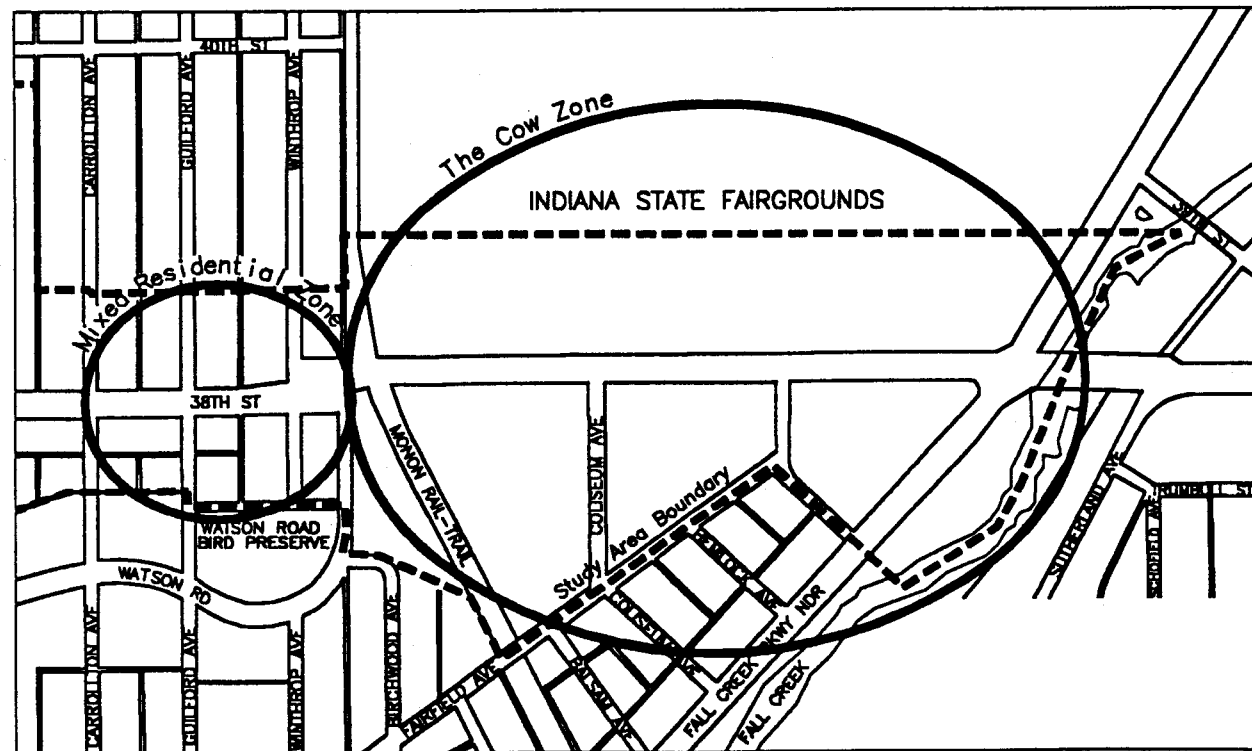


Infill housing should reflect the existing homes in the area in scale, materials and proportions.

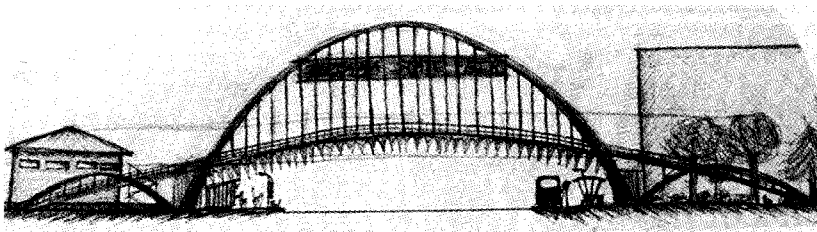
Infill of single family housing is recommended in this area. New homes should be similar to the existing bungalows in the area in scale, materials, and proportions. Homes of 1½ stories with front porches would be appropriate.

During the charrette this area came to be referred to as the “cow zone” in reference to the Center and to the Fairgrounds. Although this moniker is irreverent, it does point out the uniqueness of having two large agriculture-oriented facilities

The triangular area in the southeast quadrant of 38th Street and Fall Creek Boulevard is currently a mix of thoroughfare commercial uses (a motel and a gas station) and vacant land. East of Fall Creek Parkway to Fall Creek itself is a strip of parkland. A multi-use trail running through this area is planned.



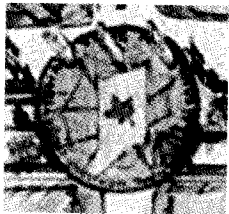
Not just cows: The eastern portion of the corridor is the home of the State Fairgrounds and may soon be the home of the Center for Agricultural Science & Heritage, both of which celebrate Indiana agriculture.



Monon bridge over 38th Street: The bridge should be relatively transparent to preserves views down 38th Street. The bridge can also double as a gateway to the "Cow Zone".

An overpass to carry the Monon Rail-Trail over 38th Street could also serve as a gateway to the Cow Zone. The overpass should be relatively transparent to allow views into the zone.

A vehicular/pedestrian plaza at the main gate to the Fairgrounds and the Barn is proposed. This would help tie the two entities together and would accommodate shared parking. Proposed imagery for the plaza is a map of Indiana to symbolize the state-wide importance of the area and a maple leaf to symbolize the local significance.



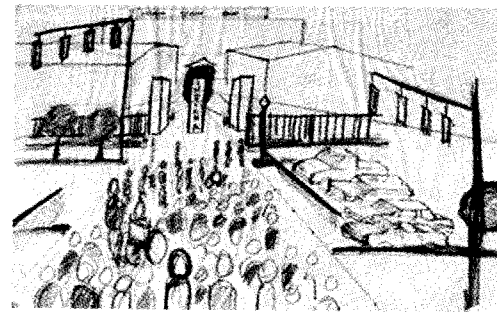
Entry plaza spanning 38th Street at the entries to both the Fairgrounds and "The Barn".

The pedestrian aspect of the entry plaza could include a gated crossing similar to the safety arms at a railroad crossing. A daily livestock parade across the entry could become an event; a Hoosier version of the changing of the guard at Buckingham Palace.

The large landscaped space that the Fairgrounds is planning to build at the northwest intersection of 38th Street and Fall Creek Parkway could be the setting for

a large sculpture.

South of 38th Street on the site of the existing motel, a new and larger motel complex is proposed.



With the main entries of the Fairgrounds and "The Barn" across from each other, a significant amount of foot traffic will be passing back and forth. Gating the crossing would promote pedestrian safety.

Recommended Follow-up Studies

Obviously not all of 38th Street needs can be fulfilled in a two-day charrette. Follow-up studies will provide additional information of use to the Maple Road Development Association and others as they move forward with improvements to 38th Street.

One beneficial study would be an economic analysis of the area to determine the market area of 38th Street and the purchasing power within the market area. Of particular interest would be the economic feasibility of a small grocery store and a motel complex.

During the charrette, the need for a historic structures evaluation was identified. Such a study could provide the basis for declaration of historic preservation or conservation districts within the study area or making other recommendations concerning retention of the corridor's historic character. Shortly after the charrette, the Historic Landmarks Foundation of Indiana provided the following information.

Historic Preservation Opportunities

Opportunities for historic preservation along the 38th Street Corridor are many. A survey of the extant historic buildings in this area present a clear picture of the corridor's development from its earliest day as a township road to its current-day presence as a major east-west thoroughfare. The transition of Maple Road into modern 38th Street can be visually observed through the architectural resources that line the corridor.

Residential districts of middle-to-upper class homes represent the street's contribution to suburban growth at the turn of the century. Apartment houses and clusters of small businesses and convenience services develop in the 1920's and 30's.

The wide variety of architectural treasures that remain provide an extremely good climate for historic preservation. Multiple approaches to historic preservation and varying degrees of incentives are available to property owners who wish to preserve their historic property. The most common way to encourage the preservation and revitalization of individual historic resources or districts is through listing in the National Register of Historic Places.

Benefits of listing a Maple Road Historic District in the National Register include tax credits for property owners who rehabilitate their business or rental buildings according to the Secretary of the Interior's Standards; not-for-profit organizations (except churches) may apply for grant funding; and private homeowners may be eligible for low-interest loans from local banks.

The State Fairgrounds is already listed as a historic district and several residential areas both north and south of the main corridor are currently designated as well.

Buildings of Historic Interest

Buildings are described and rated according to their eligibility for inclusion in the National Register of Historic Places. Ratings appear at the beginning of each entry as follows: **O=Outstanding; N=Notable; C=Contributing.**

“Outstanding” buildings are those that meet the National Register criteria of historical or architectural significance and integrity. “Notable” buildings are potentially eligible, but may need additional research to determine their significance. “Contributing” buildings would not be eligible for the National Register on their own, but would be included as part of a National Register Historic District.

Many buildings on 38th Street were not included in this brief outline that would be considered contributing to a National Register Historic District. They are not described here due to time and space restrictions.

The notes given here were made as part of an effort to determine if 38th Street might contain a potential historic district and are not meant to take the place of a thorough architectural and historical survey. All “circa” dates are approximate.



1. O IMA building, IMA complex. Significant for architecture. Other buildings of outstanding significance on the IMA complex are the Lilly House and the Garden House.



2. O Crown Hill Cemetery, view from the James Whitcomb Reilly Memorial. The cemetery is listed in the National Register for its funerary sculpture, for the notable people who are buried here, and for the historical concept of a park-like cemetery where urban residents could go for recreation. Also outstanding is the Waiting station. It is included in the National Register for its Victorian Gothic-style architecture and historic function.



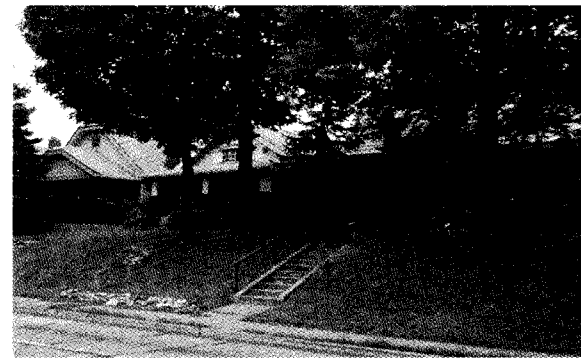
3. N Bridge, Crown Hill Cemetery. Carries 38th St. over cemetery.



4. C Homes, north side of 38th St. across from Crown Hill Cemetery date from the 1910s to the 1950s, with the bungalow style predominating. These are important for their architecture and as part of the historical neighborhood.



5. N Apartment Building, 245 W. 38th. Built in the neoclassical style, c.1925. Brick with limestone water table and door surround. Metal-framed casement windows. Significant for architecture.



6. C Houses. More bungalows fill the north side of the road. Many of these were built in the 1920s and show development of 38th St. during that period.



7. C Commercial Building, 111 W. 38th. This light industrial building has a round roof with stepped parapet front, c.1940. The wall around the parking lot echoes the style of the building.



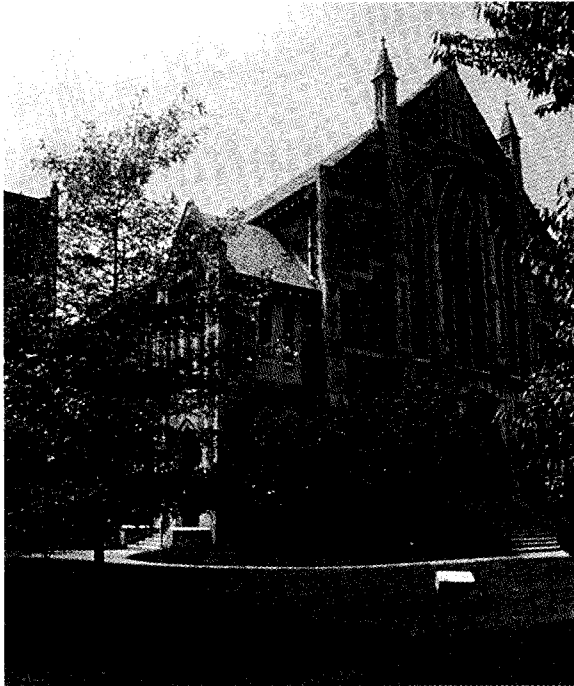
8. N Concord Building, 3802 N. Illinois, c.1918. Fairly intact commercial block in the Craftsman style. Significant for commerce and architecture.



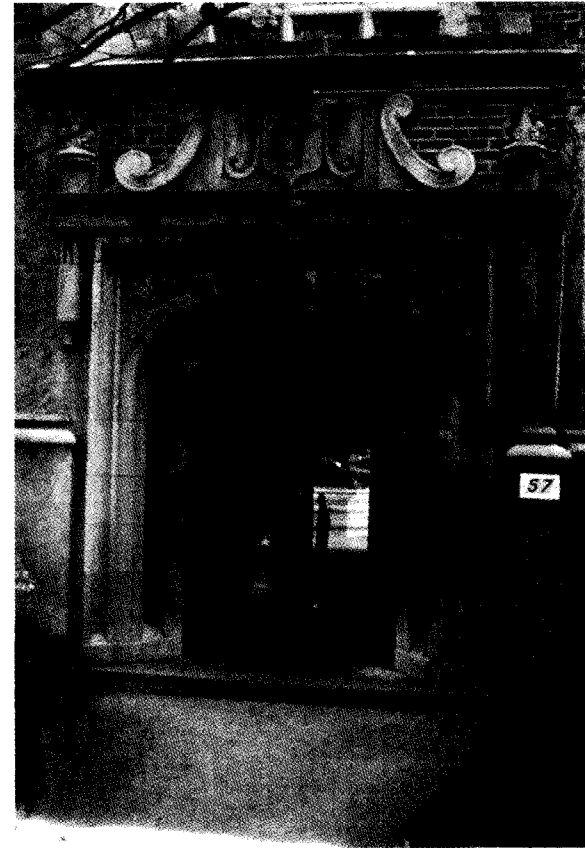
9. O National City Bank, 21 W. 38th, c.1948. A very intact Colonial Revival building with a slate roof. The interior retains many original elements. First branch of Merchants Bank to be built outside of downtown. Significant for architecture and commerce.



10. O Glen Ayr Apartments, 3802-12 N. Pennsylvania St., c.1925. Craftsman-style building with a concrete tile roof. The exterior looks very much as it did when it was built. Notable features are the paired and triple 3/1 wood-framed windows with brick lintels and stone sills. Three limestone keystones in each lintel add a decorative touch. Significant for architecture.



11. O North United Methodist Church, 3808 N. Meridian St., 1931. Beautiful Gothic/Tudor Revival limestone building, significant for architecture and religion .



12. O Apartment Building, 57 E. 38th St., Tudor Revival style, c.1925. Built of brick with metal-framed casement windows. Bricks form a basketweave pattern in the shaped parapet. The building has stained glass in the vestibule doors and some of the windows. Stone window surrounds, quoins, and water table add to the Tudor look. The door surround is very ornate, with a Tudor arch and heraldic carvings. Significant for architecture.



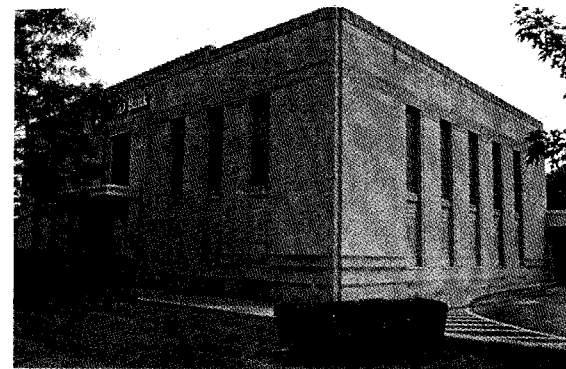
13. C House, 3801 N Pennsylvania, c.1920. A renovated Craftsman house serves as an office building. It has an addition that is not out of place with the original building. Significant for architecture.



14. N Renaissance Hair Gallery, 3736 N. Delaware, c.1947. This building combines Moderne and Colonial Revival elements. The front door and window surrounds are of wood, while the rest of the windows are framed in metal. Significant for commerce and architecture,



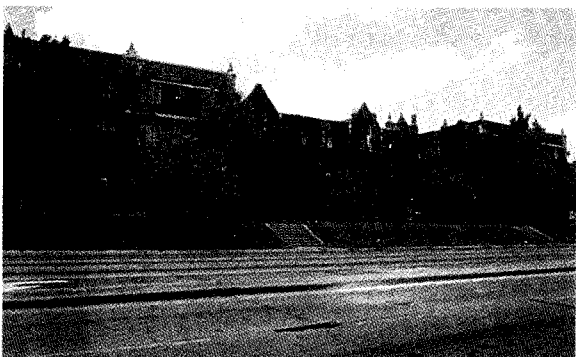
15. N Apartment Building, 208 E. 38th St., c.1925. This Craftsman-style apartment building is fairly intact, but in disrepair. It has aluminum storm windows.



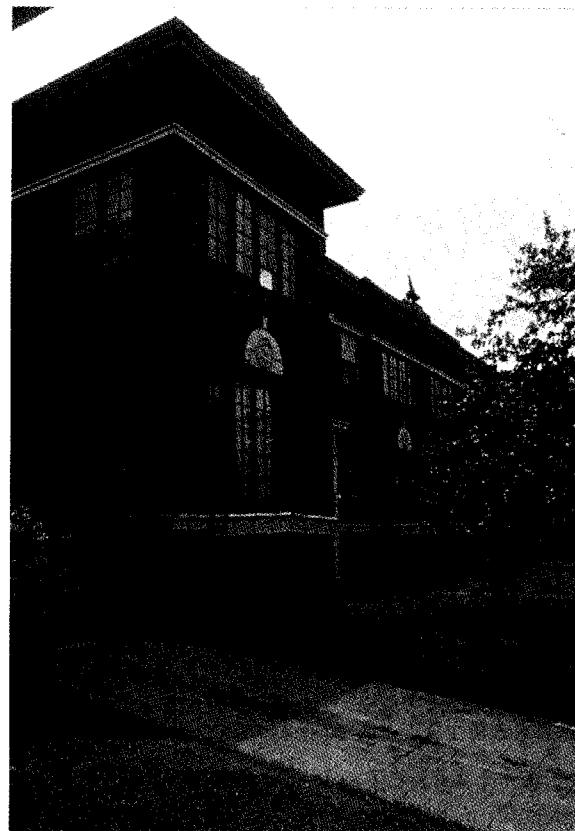
16. O Indiana National Bank, 215 E. 38th St., 1947. This was one of the first buildings built especially for INB. Art Deco style, made of limestone with carved ornament and windows of glass blocks all around the top for light. The interior is in excellent condition, with original marble wainscoting and brushed metal teller cages with Art Deco floral ornament. Even the small transaction tables with built-in lamps and calendars are original. Significant for architecture and commerce.



17. N House, 250 E. 38th St., c.1930. The Indianapolis Opera is housed in this Prairie/Colonial Revival building with an enclosed second-floor sunporch. Significant for architecture.



18. O Oxford Gables Apartments, 320 E. 38th St., 1927. This building is a wonderful example of the Tudor Revival style, built by noted architects Pierre & Wright (who were also investors in the building). It has metal casement windows throughout. The details are of limestone, including door surrounds and finials. Ivy covers most of the building. Significant for architecture.



19. N Ritz-Carlton Apartments, 327 E. 38th St., c.1927. This building combines Craftsman and Neoclassical elements. The exterior ornament is all of terra-cotta, including a water table, door surrounds, and decorative reliefs. Original wood-framed casement windows and a parapet roof are in a state of disrepair. Significant for architecture, as a luxury apartment building of the late 1920s.



20. N Northview Apartments, 401-403 E. 38th St., c.1920. This small apartment building is a good example of the Craftsman style. Its 4/4 and 6/6 ribbon windows retain their original wood frames. The roof is of concrete tiles and has a separate portico over the entry. The eaves are very wide and have exposed rafters. Beams support window boxes, a few of which appear to be missing. The building is in good condition with all original features. Significant for architecture.



21. N House, 404 E. 38th St., c.1925 Appears to have been a single-family home but is now multi-family. It is a cream-colored brick Neoclassical building with a red tile roof, Tuscan porch columns, and triple 6/6 windows. Significant for architecture.



22. C Queen Ann Apartments, 437 E. 38th St., c.1925. Has Colonial Revival and Craftsman-influenced elements, but is of no real identifiable style. The windows are triple and paired 6/1 wood sash with limestone blocks at the corners of the lintels. The door has a fanlight and sidelights in the Colonial Revival style.



23. N Apartment Building, 420-430 E. 38th St. This c.1920 apartment building is made of dark brick with a concrete tile roof. The entry doors have been replaced with modern glass doors. The building has unusual wood sash windows, consisting of 4 panes over 2 panes, over one large lower pane. Stone corner blocks accent the windows. Significant for architecture.

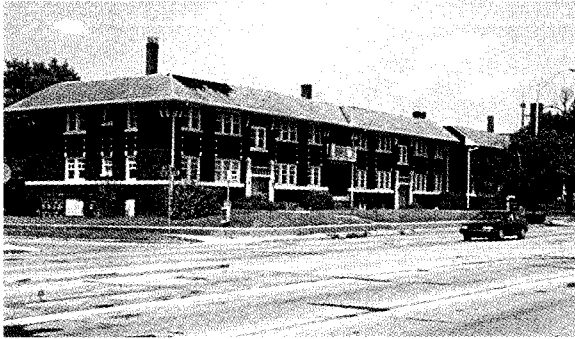


24. N Pure Oil Station (now PESCO), 451 E. 38th St., c.1927. This is one of the largest and most elaborate Pure Oil stations built.

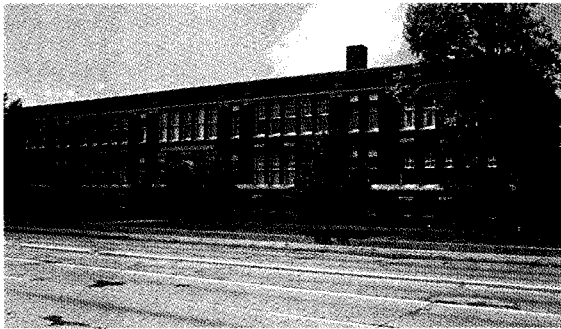
It is covered with limestone ashlar and has a distinctive blue glazed tile roof. The station retains almost all of its original features except for the garage doors and, of course, the gas pumps. The station was built in the English Cottage style, designed to attract motorists to a “cozy” facility. Significant for architecture, transportation, and commerce.



25. N Fire Station #28, 512 E. 38th St. Craftsman style, 1912. The first Indianapolis fire station built specifically for motorized fire equipment. The building’s gables are Fachwerk, or half-timbered with stucco infill. Designed by H.L. Bass, architect. Significant for architecture and for its role in protecting this section of the city.



26. N Apartment Building, 530-546 E. 38th St. Built in the same Craftsman style as #420-430. This apartment has large corner brackets and is divided into two separate buildings. It is not well-maintained but retains two of its original sidelights. Significant for architecture.

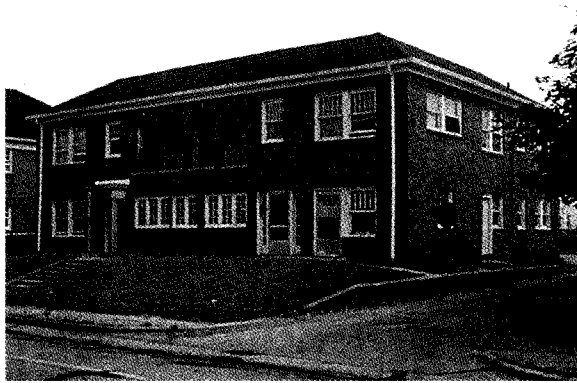


27. O Coburn School #66, 604 E. 38th St. This 1915 Neoclassical building is listed in the National Register and was designed by the noted architectural firm of Rubush & Hunter. Significant for architecture and education.



28. N Apartment Building, 605-607 E. 38th St. This small Colonial Revival apartment building c.1930 is only two stories tall. It has paired and triple 6/1 wood sash windows with keystones in the lintels. The door surround has dentils. The building has brick quoins and belt course. The doors are placed asymmetrically; the door on the left has sidelights. It retains most of its original features. Significant for architecture.

29. C House, 617 E. 38th St. This bungalow, c.1925, contributes to the historic residential character of the street (not pictured).



30. C Apartment Building, 619-625 E. 38th St. This Colonial Revival apartment building dates from c.1930. The main features of this building are the wood casement windows and the 5/1 sash with vertical panes in the upper sash. The building is in very poor condition.



31. C Apartment Building, 627-629 E. 38th St., 1930. This Colonial Revival apartment building is similar in style to 605-7.



32. C Rose Building, 638-650 E. 38th St., c.1925. This commercial building has a parapet front, but no other distinguishing features. Significant for commerce and architecture.



33. O A&P Grocery, (now Washtub coin laundry), 715 E. 38th St., c.1930 Barrel-roofed building with Art Deco bas-relief carving on front. Designed by noted architects Pierre and Wright. Significant for architecture and commerce.

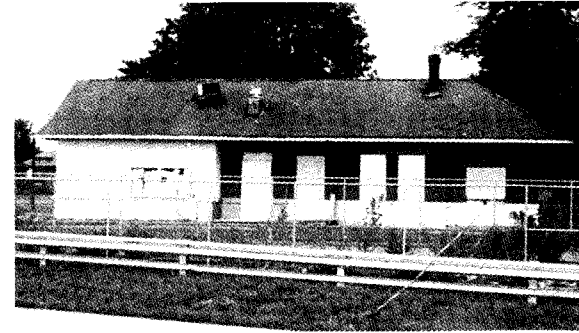


34. C House, 904 E. 38th St., c.1925. Spanish-influenced American foursquare in good condition.

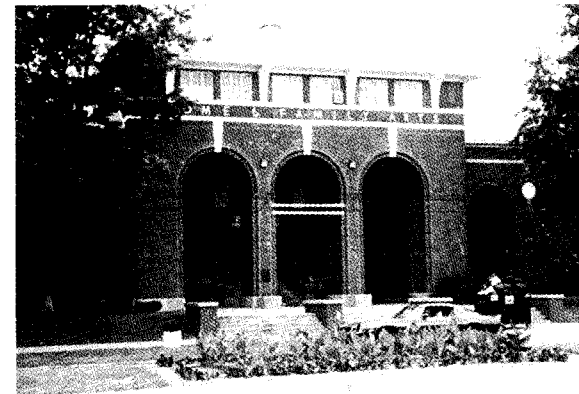


35 and 36. C House, 915 E. 38th St. Large American foursquare house in very good condition, very intact.

C House, 921 E. 38th St. Bungalow, jerkin-head roof, in good condition, very intact.



37. C Monon Depot, c.1922. One of the north side stops on the railroad line. Also used as a stop on the Union Traction line to Muncie. Significant for transportation.



38. O Women's Building, Fairgrounds, 1919. Second-oldest building on the fairgrounds. The Indiana State Fairgrounds contains many buildings that are significant in the areas of architecture, recreation, education, and agriculture.

Charrette Organizers and Attendees

Maple Road Development Association, Inc.

Chris Barnett, Meridian-Kessler Neighborhood Corp.
Monica Whitfield Brase, Indiana State Fair Commission
Emma Dow, Concerned Neighbors Association
Todd A. Johnson, Keystone-Monon Neighborhood Partnership
Herbert O. Jones, Crown Hill Neighborhood Assoc.
Louise Kramer, Keystone-Monon Neighborhood Partnership
Jack Munson, Meridian- Kessler Neighborhood Corp.
Mike Nolan, Butler-Tarkington Neighborhood Assoc.
Al Polin, Mapleton-Fall Creek Neighborhood Assoc.
Anne Sipe, Fall Creek Civic League
Bill Stinson, Indiana State Fair Commission
Clara Warner, Mapleton-Fall Creek Neighborhood Assoc.
Eugene West, Concerned Neighbors Association
Robert West, Butler-Tarkington Neighborhood Assoc.
Landy Williams, Crown Hill Neighborhood Assoc.

American Institute of Architects, Indianapolis Chapter

Deb Frazier
Derek Guffy
Michael Halstead
Jim Lingenfelter
Steven Logan
Tad Lupton
Lynn Molzan
Kevin Osburn
Val Williamson

Ball State University, College of Architecture & Planning

Michel Mounayar, Professor
Amanda Cruiser
Katrina Dove
Francesca Howell
Paul Howey
Kevin Koenig
Jason Larrison
Scott Marchisin
Don Monday
B.J. Montoya
Josh Pranger
Gabe Stock
Jason VanBruaene
Eric Wandmacher
Nell Westerlund

City of Indianapolis

Laurie Bellucci, Department of Capital Asset Management
Rozelle Boyd, City-County Council
Jim Campbell, Indianapolis Police Department
Mike Graham, Department of Metropolitan Development
Ron Griewe, Department of Capital Asset Management
Sanford Garner, Department of Metropolitan Development
David Harris, Indianapolis Fire Department
Robert Harris, Department of Capital Asset Management
Keith Holdsworth, Dept. of Metropolitan Development
Evert Hauser, Indianapolis Bond Bank
Ray R. Irvin, Indianapolis Parks and Recreation
Anne Kilponen, Department of Metropolitan Development
David Kingen, Department of Metropolitan Development
Paul Larson, Department of Capital Asset Management

Harold Rominger, Dept. of Metropolitan Development
Nathan Sheets, Department of Capital Asset Management
Sonja Watts, Indianapolis Fire Department

Neighbors/Citizens

K. Adams
Yvonne Ally
Joyce Bechman
Patrick Brunner
Janice Carter
Nicki Colman
Jim Cousans
Margaret Cross
Caroline J. Farrar
Greg Gardner
John Gibson
Anton Graves
Susie Hacker
Jeff Hotchkiss
Don House
Gary Huddleston
Clarke Kahlo
T. Leverton
Lyle McLim
Bill Novak
Mary Owens
Martha P. Page
Jan Pifer
Jim Pifer
K. Sluss
Steve Smith
Lynn Thebo

Lynn Thomas
Randy Walter
Maltie Watson,
Marciel S. Werking
Ralph Werking
Phyllis West
Stephen R. West
Bruce Westphal
David Woodruff

Historic Landmarks Foundation of Indiana

Suzanne Fischer
Amy Kotzbauer
Thomas M. Meredith

Other Participants

A. L. Artis, Artis Environments
Eric Birman, WIBC
Brad Ferris, Certified Engineering
Charles Guynn, IBEEEDC
Betsy Krantz, Center for Agricultural Science & Heritage
Suzanne McBride, Indianapolis Star & News
Karen McClurg, Indianapolis Star & News
Charles B. Montgomery, MKLCDC
Bruce Nelson, Skinner & Broadbent
Keith Norwalk, Crown Hill Cemetery
Stacie Porter, Indianapolis Chamber of Commerce
Reta Rutledge, Marion County Library
Bill Richter, Certified Engineering
Newell Williams, Christian Theological Seminary
Mark Zelonis, Indianapolis Museum of Art

METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA
RESOLUTION NO. 98-CPS-R-008

RESOLUTION 98-CPS-R-008, amending a segment of the Comprehensive or Master Plan of Marion County, Indiana, 38th Street Design Charrette Results, an Amendment to the 38th Street Corridor Study.

Be it resolved that, pursuant to I.C. 36-7-4, the Metropolitan Development Commission of Marion County, Indiana, hereby amends the Comprehensive or Master Plan for Marion County, Indiana, by the adoption of the 38th Street Design Charrette Results, an Amendment to the 38th Street Corridor Study, which is attached hereto and incorporated herein by reference as an amendment to the Comprehensive or Master Plan of Marion County, Indiana.

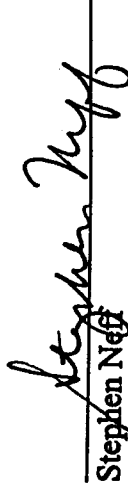
Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 98-CPS-R-008, amending the Comprehensive or Master Plan of Marion County, Indiana, Amendment to the 38th Street Corridor Study.

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 98-CPS-R-008, to the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, and the Board of Commissioners of Marion County. The Director shall also file one (1) copy of the Resolution and one (1) summary of the plan in the office of the Recorder of Marion County.



Walter M. Niemczura, Presiding Officer
Metropolitan Development Commission

APPROVED AS TO LEGAL FORM
AND ADEQUACY THIS 24
DAY OF AUGUST, 1998.



Stephen Neff
Assistant Corporation Counsel

